

PUBLIC NOTICE:

Times noted are estimated; it is recommended that persons interested in testifying be present by 7:15 p.m. to sign in on the testimony sign-in sheet. Business agenda items can be heard in any order after 7:30 p.m.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL MEETING
MARCH 15, 2005

6:30 PM

1. WORKSHOP MEETING
 - 1.1 Call to Order - City Council & Local Contract Review Board
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non-Agenda Items

2. JOINT MEETING WITH LIBRARY BOARD
 - Staff Introduction: Library Staff

3. JOINT MEETING WITH SKATE PARK TASK FORCE
 - Staff Introduction: Public Works Staff

4. JOINT MEETING WITH DOWNTOWN TASK FORCE/DOWNTOWN PLAN UPDATE
 - Staff Introduction: Community Development Staff

5. PROPOSED CAPITAL IMPROVEMENT PROGRAM PROJECTS FOR FY 2005-06
 - Staff Report: Engineering Staff

6. CONTINUED DISCUSSION OF A PROPOSED RESOLUTION TO SUPPORT COLLABORATION WITH WASHINGTON COUNTY JURISDICTIONS REGARDING PROPOSED CHANGES TO GOAL 14, URBANIZATION AND THE URBAN GROWTH BOUNDARY ADMINISTRATIVE RULES
 - Staff Introduction: Community Development Staff

7. COUNCIL LIAISON REPORTS

8. NON AGENDA ITEMS

9. **EXECUTIVE SESSION:** The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
10. **ADJOURNMENT**

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CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with the Library Board

PREPARED BY: Margaret Barnes DEPT HEAD OK MB CITY MGR OK CP

ISSUE BEFORE THE COUNCIL

This is the regularly scheduled, annual joint meeting between City Council and the Library Board.

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

Annual meeting with the Library Board to provide information to the City Council. The Library Board is prepared to update the Council about the following areas of library service.

- Update on overall Library operations
- Update on Annual Patron Survey
- Update on Library Life-Long Learning Programs
- Update on Strategic Plan

OTHER ALTERNATIVES CONSIDERED

None.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Goal #2: A wide array of opportunities for life-long learning are available in a variety of formats and used by the community.

Goal #3: Adequate facilities are available for efficient delivery of life-long learning programs and services for all ages.

ATTACHMENT LIST

None.

FISCAL NOTES

None.

AGENDA ITEM # 3
FOR AGENDA OF March 15, 2005

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting With Skate Park Task Force

PREPARED BY: Dan Plaza, 2590 DEPT HEAD OK DK by CW CITY MGR OK CP

ISSUE BEFORE THE COUNCIL

Skate Park Task Force Update

STAFF RECOMMENDATION

No action required.

INFORMATION SUMMARY

The last joint meeting with the Skate Park Task Force was held on February 10, 2004. Rich Carlson, Task Force Chair, and other members of the Task Force will attend the March 15, 2005 joint meeting to discuss these and other matters with Council.

The Task Force is currently in the process of joining with a local 501(c)(3) in preparation for the Task Force's fund raising campaign. The Task Force has raised, to date, approximately \$12,000. They will be seeking cash donations, as well as in-kind contributions of services and materials such as; steel, concrete, earthwork, etc. City staff is working with a local skate park builder who is held in high esteem by the Task Force and many other skate park aficionados to "tweak" the current design so that it will be in a more rectangular configuration which would eliminate fewer parking spaces at City Hall. Further, City staff is talking to a retired contractor about his involvement as an independent contractor/project manager for the skate park fund raising and construction projects. The project manager would: 1) serve as the City's liaison with the Task Force and the contractor, 2) coordinate donations/in-kind services, etc., within the City's procurement process, and 3) provide technical expertise for the construction of the skate park. He would also assist the Task Force by providing technical and practical advice for fund raising efforts.

The Task Force has prepared a fund raising packet which they will share with the Council at the March 15, 2005 meeting. Council has authorized staff to prepare and submit a grant application for a State of Oregon Local Government Grant funded by the State lottery. The grant is due on April 15, 2005. We will know by July 2005 whether or not the City received the grant.

OTHER ALTERNATIVES CONSIDERED

n/a

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

“Tigard Beyond Tomorrow” Recreation Goal #1, “Partnerships will provide a wide range of leisure and recreation opportunities that are coordinated and available for the Tigard community.”

ATTACHMENT LIST

n/a

FISCAL NOTES

\$150,000 – SDC matching funds
\$150,000 – State Grant
\$105,000 – Task Force Obligation
\$405,000

AGENDA ITEM # 4
FOR AGENDA OF 3/15/05

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with Downtown Task Force/Downtown Plan Update

PREPARED BY: Jim Hendryx DEPT HEAD OK [Signature] CITY MGR OK CP

ISSUE BEFORE THE COUNCIL

Council will be updated on the Tigard Downtown Improvement Plan's progress and have the opportunity to discuss the plan with Task Force members.

STAFF RECOMMENDATION

Not applicable.

INFORMATION SUMMARY

For FY 2004-2005, the City received a Transportation and Growth Management Grant (TGM) from the Oregon Department of Transportation (ODOT) to create the Tigard Downtown Improvement Plan. In four months, the Plan will be complete. The Downtown Task Force has worked with the Tigard community and project consultants to develop the Plan, which focuses on the green "heart" of Tigard (Fanno Creek), natural and public spaces, and creating a vibrant urban village. Over the next months, the Task Force will meet with 20 different groups of Tigard citizens (Community Dialogs #2) to get their comments, hold an April 23rd Open House, explore funding options, and finalize the plan. When complete, the Plan will provide a short- and long-term strategy for Downtown improvements, including recommended approaches to funding. Council will review the Plan in July 2005.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Community Character and Quality of Life/Central Business District Goal #1, Provide opportunities to work proactively with Tigard Central Business District Association (TCBDA) businesses and property owners and citizens of Tigard to set the course for the future of the central business district.

ATTACHMENT LIST

None.

FISCAL NOTES

None.

AGENDA ITEM # _____
FOR AGENDA OF March 15, 2005

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Proposed Capital Improvement Program Projects for FY 2005-06

PREPARED BY: A.P. Duenas  DEPT HEAD OK: A.P. Duenas  CITY MGR OK: _____

ISSUE BEFORE THE COUNCIL

Presentation to Council of the current FY 2005-06 draft project list for discussion, input, revisions and suggestions for additional projects.

STAFF RECOMMENDATION

That Council review and discuss the draft project list, provide input on the existing list and on any suggested additional projects, and provide any other direction necessary for staff to finalize the project list for submittal through the City's budget formulation process.

INFORMATION SUMMARY

The Capital Improvement Program (CIP) formulation process for FY 2005-06 began in November 2004 with a CIP overview at the Focus on Tigard program, and will be completed when City Council approves the CIP budget and project list for implementation beginning July 1, 2005. A Citywide meeting was conducted on January 19, 2005 to receive input from the public on the draft list of projects, which was posted on the City's website for over three weeks prior to the meeting. The Planning Commission was given the opportunity for input on February 7, 2005. The next step in the process is to obtain City Council input prior to finalization of the list for submission through the City's formal budget process.

The need to ensure that funding is provided for Tigard Downtown Improvement Projects was emphasized at the Planning Commission meeting. At this point, the Downtown Improvement Plan Study has not identified specific projects beyond the need to improve Burnham Street. A project has been added to the FY 2005-06 CIP for implementation of specific projects that would be identified through the study during the next two to three months.

OTHER ALTERNATIVES CONSIDERED

None

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

The projects in the FY 2005-06 CIP all promote the Tigard Beyond Tomorrow goals in Growth and Growth Management, Transportation and Traffic, Urban and Public Services and Community Character and Quality of Life.

ATTACHMENT LIST

1. Draft List of Proposed Projects for FY 2005-06
2. Executive Summary of the Public Input and Staff Responses on the Draft FY 2005-06 CIP Project List

FISCAL NOTES

None at this point.

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Report - Project Details by Type

CIP Year: FY 2005-06

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Street System Program

\$5,019,725

72nd Avenue/Dartmouth Street Intersection

\$500,000

cip year: FY 2005-06

Gas Tax Fund

\$258,636

status: Proposed

Traffic Impact Fee Fund

\$241,364

description:

The intersection of 72nd Avenue and Dartmouth, which is currently controlled by a four-way stop, is one of the most heavily-traveled intersections in Tigard. 72nd Avenue shows significant delay both northbound and southbound in the PM peak. In addition, the traffic volumes would most likely increase as large vacant properties in Tigard Triangle are developed. Increased traffic volumes would make the intersection unsafe and more difficult for orderly movement of traffic. This project installs a traffic signal and constructs necessary improvements to the streets at the intersection to improve the traffic handling capacity of the intersection. Funds have been collected from developers in the amount of \$108,636 for improvements to the intersection. The intention at this time is to form a reimbursement district to allocate the project costs among upcoming developments. The amount of \$391,364 will be contributed by the City for completion of the improvements, which would be fully or partially reimbursed by the developments as they occur within the proposed district.

Bull Mountain/Roshak Road Intersection

\$100,000

cip year: FY 2005-06

Traffic Impact Fee Fund -

\$100,000

status: Proposed

Urban Services

description:

This project widens Bull Mountain road at Roshak Road to provide safe turning movements for vehicular traffic and to accommodate additional traffic volumes generated by new subdivisions north and northwest of the intersection. Also included in the project is minor drainage work to allow widening of the intersection. Some land acquisition required for the widening has been purchased by a developer. This project is funded by the Urban Services TIF Fund for implementation in FY 2004-05. In addition, a developer is providing \$35,000 for a half-street improvement required for the development at the northeast corner of the intersection. Construction is expected to begin in late-spring 2005 and should be completed in mid-summer 2005.

Burnham Street - Design & Right-of-Way

\$300,000

cip year: FY 2005-06

Gas Tax Fund

\$300,000

status: Proposed

description:

This project is to complete the design of Burnham Street between Main Street and Hall Boulevard. Based on current design standards, the street requires reconstruction and widening to the minimum paved width of 44 feet specified for a collector with bike lanes, sidewalks and landscaped strips on each side of the street. However, the elements proposed for the street may be modified to incorporate the recommendations of the Tigard Downtown Improvement Plan, which is currently underway. Those recommendations are expected to be provided in the spring of 2005. The project design incorporating those recommendations is expected to begin in late spring 2005 and would continue to FY 2005-06.

Commercial Street Sidewalk (Lincoln to Main St)

\$250,000

cip year: FY 2005-06

Gas Tax Fund

\$250,000

status: Proposed

description:

This project involves construction of a half-street improvement with sidewalk on the east side of

the street. It also widens and realigns the street underneath the 99W over-crossing to provide space for installation of the sidewalk. The total paved width of Commercial Street after improvement would be 28 feet curb-to-curb. The close proximity of existing homes and the bridge piers of the Highway 99W overpass precludes the placement of a planter strip along the street segment. In addition, the amount of right-of-way that can be acquired from Portland & Western Railroad and Union Pacific Railroad is limited due to setback requirements by the companies. A chain link fence will be constructed adjacent to the tracks to prevent pedestrians from crossing the tracks. Completion of the project would provide a safe and convenient pedestrian route to downtown Tigard and the proposed commuter rail station. This project has been approved for CDBG funding in the amount of \$91,300. The City provides local matching funds in the amount \$158,700 from the Gas Tax Fund.

Downtown Improvements	\$150,000
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cip year: FY 2005-06

Gas Tax Fund

\$150,000

status: Proposed

description:

This project constructs miscellaneous projects recommended by the Downtown Improvement Plan which is scheduled to be finalized by the end of 2005. Projects selected for the construction will be limited to the total cost of \$150,000.

Durham Road/108th Avenue Intersection Signalization	\$200,000
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cip year: FY 2005-06

Traffic Impact Fee Fund

\$200,000

status: Proposed

description:

Traffic south of Durham Road attempting to turn left from 108th Avenue onto Durham Road experiences excessive delay. Whenever the gaps in the traffic flow are infrequent, the left-turn movement becomes highly difficult and is often unsafe. The problem will become worse as the residential developments along 108th south of Durham are completed and generate an increase in traffic volumes at this intersection. This project installs a traffic signal on Durham Road at 108th Avenue to provide safe and controlled turning movements at the intersection.

Greenburg Road - Design & Right of Way	\$660,000
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cip year: FY 2005-06

Traffic Impact Fee Fund

\$660,000

status: Proposed

description:

The project was funded in FY 2004-05 through Priorities 2000 & 2002 MTIP funds in the amount of \$660,000 with Tigard providing \$85,000 in matching funds. The project scope is to improve Greenburg Road from Washington Square Drive to Tiedeman Avenue. However, the bulk of the work will be to widen Greenburg Road between the Highway 217 overcrossing and Tiedeman Avenue to a 5-lane facility. The completed improvements would enhance movement into and out of the Washington Square Regional Center. An engineering consultant has been selected to perform the engineering design and right-of-way acquisition for the project. Additional funding in the amount of \$450,000 will be proposed for FY 2005-06 for right-of-way acquisition. This project has been submitted for construction funding of \$1,000,000 under the MTIP Priorities 2006-09 project selection process and for \$2,100,000 under the County's MSTIP 2007-12 Transportation Capital Program.

Greenburg Road/Highway 99W Intersection - Feasibility Study	\$40,000
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cip year: FY 2005-06

Gas Tax Fund

\$40,000

status: Proposed

description:

Greenburg Road is a north-south Arterial providing direct access to Highway 217 & the Washington Square Regional Center to the north and Highway 99W to the south. Greenburg Road terminates at the highway as it becomes Main Street, a storefront street through downtown Tigard. The current level of service on Greenburg Road at Highway 99W is extremely poor

especially in the PM peak hours when vehicles waiting through multiple traffic cycles to clear the intersection. In addition, forecasts for Highway 99W shows it is well over capacity in future demand, which makes the intersection nearly un-mitigatable due to heavy through traffic and conflicts with turning vehicles. The Tigard Transportation System Plan adopted by the City in 2002 identifies existing and future transportation conditions along Highway 99W and recommends several approaches to alleviate traffic congestion. One of the approaches is to implement access management which means closing driveways and limiting access to the highway. This proposed project provides funding for a feasibility study, which includes an alternatives analysis, to determine what alternative works best to alleviate congestion at the Greenburg Road and Highway 99W intersection and possibly improve traffic flow on Highway 99W through that area. One option is to widen Greenburg Road at its approach to Highway 99W. Another option is to eliminate the through movement from Greenburg Road to Main Street and divert downtown traffic through either 95th Avenue or 98th Avenue to Commercial Street. The intent of that study is to determine the best alternative, evaluate that alternative in detail, then scope out a project that implements that alternative for design and construction.

Hall Blvd/Wall Street Intersection - Phase 2

\$500,000

cip year: FY 2005-06

Traffic Impact Fee Fund \$500,000

status: Proposed

description:

This project is carried over from FY 2004-05. The project widens Hall Boulevard along the Library and the Fanno Pointe Condominiums frontages and constructs the first 425 feet of Wall Street to provide a common access to Hall Boulevard for the two developments. To ensure that the intersection would be designed and constructed expeditiously, the project was divided into two phases: Phase 1 is the half-street improvement of Hall Boulevard which has been completed. Phase 2 is the realignment of Pinebrook Creek, the installation of a traffic signal and the construction of 425 feet of Wall Street at the intersection with Hall Boulevard. Construction of this phase begins in the spring and scheduled to be completed in late summer 2005.

Hall Boulevard (at McDonald St) - Design & Right-of-Way

\$25,000

cip year: FY 2005-06

Traffic Impact Fee Fund \$25,000

status: Proposed

description:

This project was funded in FY 2004-05. The first phase of this project is the design and acquisition of right-of-way for construction of a southbound right-turn lane on Hall Boulevard at McDonald Street. In addition to widening the street, curb and sidewalk are proposed along the new segment of street to improve pedestrian safety. An ODOT permit will be required for the design and construction of the project. A traffic study will be conducted to identify required design elements that need to be incorporated into the project. Construction of the project is tentatively scheduled for FY 2006-07.

Hall Boulevard @ Fanno Creek Crosswalk Light

\$65,000

cip year: FY 2005-06

Gas Tax Fund \$65,000

status: Proposed

description:

This project was funded in FY 2004-05 and is the installation of a marked mid-block crosswalk on Hall Blvd to provide a safe crossing point for Fanno Creek trail users. A traffic study will need to be conducted for compliance with ODOT's design requirements for a mid-block crossing. Completion of the crosswalk will provide a connection between the existing Fanno Creek trail west of Hall Blvd and a proposed trail beginning from the street to the new library.

Hall Boulevard Sidewalk (Spruce St to 800' south)

\$166,725

cip year: FY 2005-06

Gas Tax Fund \$166,725

status: Proposed

description:

This project would enhance pedestrian movements along Hall Blvd by installing sidewalks within

existing gaps on the west side of the street. The close proximity of existing homes and limited right-of-way on this state route preclude placement of planter strips between the proposed sidewalk and street. This project has been approved for CDBG funding in the amount of \$136,725 with local matching funds of \$30,000 coming from the Gas Tax Fund.

Highway 99W Corridor Improvements Study	\$125,000
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cip year: FY 2005-06

Gas Tax Fund

\$125,000

status: Proposed

description:

Highway 99W carries over 50,000 vehicles per day, half of which is regional through traffic. This highway is currently overwhelmed by the existing traffic volumes. There are no significant parallel routes to this highway, and the traffic congestion will continue to worsen as traffic increases during the next few years. The intersections of Highway 99W with Hall Boulevard, Greenburg Road, and McDonald Street are bottlenecks that seriously hamper the smooth flow of traffic. At peak travel hours, cut-through traffic uses the City of Tigard's collector and arterial system to avoid the Highway 99W traffic congestion. This traffic adversely impacts the arterial and collector street system in the City. This project provides funding for a study to evaluate various alternatives for improvement of the highway (including development of new parallel routes and connections that can feasibly be made between developments parallel to the highway) between Durham Road and Interstate 5. The intent of the study is to address current traffic deficiencies, present design alternatives and propose strategies that would provide for effective traffic circulation, connectivity and operational improvements to the highway and its corridor. The findings of this study would be used to prepare a package of projects (both large and small) that can be implemented over a period of years as funding sources are identified and designated for these projects.

McDonald Street (at Hwy 99W)	\$180,000
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cip year: FY 2005-06

Traffic Impact Fee Fund

\$180,000

status: Proposed

description:

This project adds capacity and enhances traffic flow at the intersection of McDonald Street and Highway 99W. It re-stripes McDonald Street at the intersection to provide a westbound right-turn lane into the state highway and to lengthen the left-turn stacking capacity on McDonald Street. In addition, the project widens the street immediately east of the right-turn lane to provide a transition between the lane and the existing edge of pavement. Improvements to the storm drainage system and modification of the existing signal at the intersection will also be done to conform to ODOT design requirements. The street cross-section of McDonald Street at the intersection after the improvement will have dedicated left-turn, through, and right-turn lanes at that intersection plus extension of the bike lanes. Sidewalk installation is not included in the project since the primary scope of work is to add a turn lane within the existing paved width of the street.

North Dakota Street Pedestrian Bridge Conceptual Study	\$25,000
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cip year: FY 2005-06

Gas Tax Fund

\$25,000

status: Proposed

description:

The North Dakota Street bridge is too narrow to safely pass pedestrian and vehicular traffic simultaneously. This project provides funding for preparation of a Conceptual study and preliminary design to possibly construct an 8-foot wide by approximately 50-foot long pre-fabricated timber pedestrian bridge adjacent to the existing bridge. Also included in the project is the construction of roadway approaches to connect the new bridge with nearby existing sidewalks.

Pavement Major Maintenance Program (PMMP)	\$635,000
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cip year: FY 2005-06

*Street Maintenance Fee
(SMF)*

\$635,000

status: Proposed

description:

The Pavement Major Maintenance Program is an annual long-term street preventative and corrective maintenance program that the City utilizes to extend pavement life and avoid much more costly reconstruction. The Street Maintenance Fee revenue funds projects in this program. The City has applied a variety of minor and major maintenance techniques that include pothole repair, crack-seal treatment, slurry seal, and hot-mix overlay or inlay. The program also includes assessment of types, severity and extent of pavement distress, traffic volumes and environmental conditions prior to identifying appropriate treatments for the streets. Streets scheduled to be included in the FY2005-06 PMMP program are: - Greenburg Road (North Dakota to Center Street) - Highland Drive (109th Ave to 1000' east) - Marion Street (124th to 121st Ave) - James Street (124th to 121st Ave) - Alberta Street (end of street to 121st Ave) - 124th Street (Marion to James Street) - Spruce Street (89th Ave to Hall Blvd) - 89th Ave (south of Spruce Street) - Thorn Street (east of 89th Ave) - 66th Avenue (south of Taylors Ferry Rd) - 109th Avenue (north of Naeve Street). The project list is subject to change depending upon actual bids received on the projects. The number of projects implemented will be tailored to the funding available. Those street projects that cannot be accommodated within the projected funding would be moved to a subsequent fiscal year.

Pine Street**\$170,000**

cip year: FY 2005-06

status: Proposed

Storm Sewer Fund \$70,000*Gas Tax Fund* \$50,000*Street Maintenance Fee (SMF)* \$50,000**description:**

Pine Street is a narrow roadway located in the northeast quadrant of the City. The street has no shoulders, sidewalks and curbs. The pavement surface has extensive longitudinal and transverse pattern cracking and numerous patches along the travel lanes. It also has an inadequate drainage system and two significant curves that limit visibility and speeds. The main goal of this project is to reconstruct the street to provide proper drainage and improve rideability on the street. Ultimate improvements to the street including correction of the existing curves, installation of sidewalks and construction of the street to the ultimate width, will be performed in the future when funding is available.

School Zone Signing**\$5,000**

cip year: FY 2005-06

status: Proposed

Gas Tax Fund \$5,000**description:**

This project would complete the installation of appropriate signs to conform to the new state law, alert drivers on changes of speeds, and to outline the limits of the school zone at each school within the City.

Sidewalk Improvements**\$75,000**

cip year: FY 2005-06

status: Proposed

Gas Tax Fund \$75,000**description:**

This project constructs sidewalks to improve pedestrian safety and access between bus stops and adjacent residential developments. Landscaped strips are not included in the scope of work as the need for the improvement is to fill in gaps between existing sidewalks within limited right-of-way, or to enhance pedestrian access to transit stops. Sidewalks will be installed on Hall Boulevard at Bonita Road and at various locations in the City.

Street Striping Program**\$20,000**

cip year: FY 2005-06

status: Proposed

Gas Tax Fund \$20,000**description:**

This year's program includes placement of permanent or short-term striping on Shady Lane between Greenburg Road and 95th Avenue, Johnson Street between Highway 99W and Grant Street, North Dakota Street from Tiedeman Avenue to 1,500' west, 68th Avenue between Dartmouth Street and Atlanta Street, 69th Avenue between Hampton Street and Dartmouth Street, Boones Ferry Road from 72nd Avenue to I-5 off-ramp, and on various streets located throughout the City.

Traffic Calming Program **\$8,000**

cip year: FY 2005-06

Gas Tax Fund

\$8,000

status: Proposed

description:

The Traffic Calming Program is an annual program that installs traffic calming measures aimed at slowing vehicle speeds within residential neighborhoods. Speed humps have been favored by the majority of residents and have been installed in many cases because they have proven effective in reducing speeds by 4 to 6 mph. Streets are selected for speed humps using the following criteria: traffic speed, volume, number of accidents, existence of sidewalks, cut-through traffic and neighborhood's participation. This year's program includes installation of speed humps on the following streets: - 2 speed humps on O'Mara Street (between Frewing and McDonald Street) - 2 speed humps on 100th Avenue (between Sattler Road to View Terrace). Other streets may be added to the program depending upon neighborhood interest and the street ranking in the speed hump criteria rating system. In consideration of the comments from TVF&R, the speed humps to be installed in the future would be shaped to accommodate emergency vehicles.

Wall Street Local Improvement District **\$40,000**

cip year: FY 2005-06

Wall Street LID Fund

\$40,000

status: Proposed

description:

This project was proposed in FY 2002-03. \$300,000 has been allocated since FY 2002-03 for completion of a Preliminary Engineer's Report for construction of Wall Street between Hall Blvd and Hunziker Street. The amount of \$40,000 is included in FY 2005-06 for any expenses incurred in the preparation of environmental permit applications and the railroad crossing application and hearing. Any funding for work beyond the Preliminary Engineer's Report and the hearing will be provided primarily through the Local Improvement District, if it is formed.

Walnut Street (135th - 121st Ave) **\$740,000**

cip year: FY 2005-06

*Traffic Impact Fee Fund -
Urban Services*

\$370,000

status: Proposed

Gas Tax Fund

\$20,000

Underground Utility Fund

\$230,000

Sanitary Sewer Fund

\$80,000

*Street Maintenance Fee
(SMF)*

\$40,000

description:

This project is the last phase of a three-phase project funded through the Washington County MSTIP 3. The first phase is the improvement and signalization of the Walnut/121st Avenue intersection. The second phase is the construction of the Walnut/Gaarde Street intersection, which was performed by the City as part of the Gaarde Street - Phase 1 project. Improvement to Walnut Street between 135th and 121st Avenue will begin in early-Spring 2005 and is scheduled to be completed by July 2006. The City has been working closely with the County on the design of the project and has agreed to reimburse the County for the cost of incorporating in the project such work as undergrounding existing utilities, upgrading the water system, and extending the sanitary sewer mains as these items are not included in the scope of work for the County's MSTIP-3 project. Also included in the project is the resurfacing and widening of Fern Street between 138th and 135th Avenue to accommodate additional traffic anticipated upon closure of Walnut Lane. The Street Maintenance Fee funds will be used for the pavement overlay on Fern Street. The Gas Tax Fund will be used for the widening of Fern Street to provide a pedestrian

walkway on one side of the street.

Walnut/Ash/Scoffins Street Connection Feasibility Study	\$40,000
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cip year: FY 2005-06

Gas Tax Fund

\$40,000

status: Proposed

description:

This project is identified by the Tigard Transportation System Plan as an alternate route to Highway 99W for enhancement of intra-city circulation. The TIF Fund provides funding in FY 2004-05 for a corridor study to determine a feasible alignment for the extension of Walnut Street over Fanno Creek to Ash Avenue then north to connect to Hunziker Street. The connection would allow traffic to proceed on Hunziker Street east to the Tigard Triangle without entering Highway 99W. The long-term plan is to route traffic from Hunziker Street over a proposed future Highway 217 overcrossing to connect to Hampton Street. The corridor study was delayed pending recommendations from the Downtown Improvement Plan Study. If the recommendation from that study is to retain the Walnut Street extension as a collector street to make the connection from Highway 99W through downtown Tigard to Hunziker Street, the corridor study would be initiated in the spring of 2005 with selection of a consultant to perform the work. The funding for the project would be continued into FY 2005-06 to complete the study. The study which was funded in FY 2004-05 has been placed on hold awaiting the development of a Downtown Improvement Plan that will address improvement concepts for transportation system in downtown Tigard.

Report - Project Details by Type
CIP Year: FY 2005-06

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Parks System Program
\$3,915,541
Fanno Creek Park Outdoor Exercise Trail
\$15,000

cip year: FY 2005-06

Parks Capital Fund
\$15,000

status: Proposed

description:

This project constructs an exercise trail made up of various pre-fabricated exercise stations placed along the trail or in one major grouping area. Runners, walkers and bikers may stop and exercise at the various stations.

Fanno Creek Trail (gathering place to Wall Street)
\$85,400

cip year: FY 2005-06

Parks Capital Fund
\$85,400

status: Approved

description:

This is part of the Fanno Creek Trail System. This segment completes the Fanno Creek Park trail across Fanno Creek Park.

Fanno Creek Trail (Hall Boulevard to gathering place)
\$101,486

cip year: FY 2005-06

Parks Capital Fund
\$101,486

status: Approved

description:

This project constructs a Fanno Creek Trail segment east of Hall Boulevard crossing Fanno Creek to the new Library and Wall Street. A pre-fabricated timber bridge will be installed to cross Fanno Creek.

Jack Park Install Picnic Shelter and Irrigation
\$31,000

cip year: FY 2005-06

Parks Capital Fund
\$31,000

status: Adopted

description:

This project will continue the park master plan with the addition of a picnic shelter and an irrigation system. The irrigation system will improve the fields for use by soccer teams.

Northview Park Install Playground & Soccer Facilities
\$45,000

cip year: FY 2005-06

Parks Capital Fund
\$45,000

status: Proposed

description:

This project will continue the Park Master Plan by adding a playground and improving the fields for soccer use at Northview Park.

Park and Open Space Acquisition & Development
\$2,355,000

cip year: FY 2005-06

Parks Capital Fund
\$2,355,000

status: Proposed

description:

The City is responding to the City Council's goal relating to growth in Tigard. Specifically, the goal addresses the identification and purchase of parks and open spaces. NOTE: The City currently has \$1,300,000 of SDC funding to accomplish this goal. However, because the City does not have a significant non-SDC revenue source to match these funds, as required, the City may not be able accomplish this goal during the 05/06 fiscal year. Although we will seek grants to accomplish this goal, a non-SDC revenue source is still necessary.

Park Signs **\$50,000**

cip year: FY 2005-06

Parks Capital Fund

\$50,000

status: Proposed

description:

This project installs community oriented park signs at pedestrian areas and across streets where appropriate at parks and entries to the City.

Skateboard Park Development & Construction **\$405,000**

cip year: FY 2005-06

Parks Capital Fund

\$405,000

status: Approved

description:

This project constructs a 15,000 square foot, in-ground skateboard park in the area of the City Hall parking lot approved by City Council. Funding for this project will come from private donations, grants, and system development charges.

Tree Replacement/Planting **\$50,000**

cip year: FY 2005-06

Parks Capital Fund

\$50,000

status: Yearly Program

description:

This continues the yearly program to plant new trees in greenways and parks, remove old and hazardous trees, and maintain and protect existing trees. Funding for this is from the fee developers pay when it is not possible to protect existing trees on property that is being developed.

Tualatin River Cook Park Trail from Garden to Bridge **\$97,530**

cip year: FY 2005-06

Parks Capital Fund

\$97,530

status: Proposed

description:

This project connects the existing Cook Park pathway to the proposed Tualatin River pedestrian bridge which is scheduled for construction in FY 2005-06. The work includes construction of approximately 10 feet wide by 1350 feet of asphaltic concrete pathway with gravel shoulders. Completion of the project will fill a key gap in the existing riverside trail system and provide community access to the future pedestrian bridge.

Tualatin River Pedestrian Bridge **\$250,125**

cip year: FY 2005-06

Parks Capital Fund

\$250,125

status: Proposed

description:

This project is to construct the long awaited pedestrian bridge crossing the Tualatin River and linking Tigard to Tualatin and Durham.

Washington Square Regional Center Trail **\$430,000**

cip year: FY 2005-06

Parks Capital Fund

\$430,000

status: Proposed

description:

This is a major MTIP project. The City's share of this project is \$44,000. This trail will ultimately provide transportation from the Washington Square area to Tigard.

Report - Project Details by Type

CIP Year: FY 2005-06

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Sanitary Sewer System Program

\$2,310,000

79th Avenue Sanitary Sewer Outfall

\$75,000

cip year: FY 2005-06

Sanitary Sewer Fund

\$75,000

status: Proposed

description:

This project installs approximately 1,000 feet of sanitary sewer pipe between 79th Avenue and the CWS 60-inch interceptor running adjacent to Fanno Creek. Construction of the new pipe is necessary to provide an outfall to a proposed sanitary sewer extension district on 79th Avenue that will serve approximately 18 lots on the street.

Benchview Terrace Sanitary Sewer Access Road

\$40,000

cip year: FY 2005-06

Sanitary Sewer Fund

\$40,000

status: Proposed

description:

There is an existing maintenance access road for a sewer line that was constructed as a part of the Benchview Estates project. The roadway is accessed from Greenfield Drive, just south of the intersection at Benchview Terrace. Approximately 250 feet of this access roadway has been severely eroded by winter rainfall over the last several years. Construction of the project that includes repair and/or reconstruction of the roadway starts in FY 2004-05 and will be completed in FY 2005-06.

Bonita Road at Milton Ct. - Pipe Removal

\$30,000

cip year: FY 2005-06

Sanitary Sewer Fund

\$30,000

status: Proposed

description:

In FY 2002-03, the City installed approximately 250 feet of 8-inch sanitary sewer pipe to replace an existing pipe that had severe bellying and poor grade. This segment of line is located at Fanno Creek crossing west of the Bonita Road/Milton Court intersection. At the time of construction, the City decided to abandon the existing pipe in place with the intention of removing it at a later time. This project is the removal of that pipe crossing Fanno Creek between 2 existing manholes located immediately west of the Bonita Road/Milton Court intersection.

Citywide Sanitary Sewer Extension Program

\$2,000,000

cip year: FY 2005-06

Sanitary Sewer Fund

\$2,000,000

status: Proposed

description:

The Citywide Sewer Extension Program is a 5-year program to extend sewers to all developed but unserved residential areas Citywide. The City uses the formation of reimbursement districts to construct the sewers. FY 2004-05 (the 3rd year of the program) includes six reimbursement districts to provide approximately 200 connections to existing homes. The program for FY 2005-06 (4th year of the program) includes the following proposed six districts: 100th Avenue (between Inez and McDonald Street), Fairhaven Street (east of 115th Avenue), 97th Avenue (between Murdock and Pembroke Street) Hillview Street (at 102nd Avenue), Ash Avenue (east of Garrett Street) and 93rd Avenue (south of McDonald Street). The districts will provide approximately 111 connections to existing homes. The Commercial Area Sewer Extension Program is also funded from the Sanitary Sewer Fund and offers commercial entities the opportunity to participate in reimbursement districts for extension of sewer service to commercial areas. The current incentive programs for early connection in residential neighborhoods are not offered to the commercial sector. Funding is provided to accommodate potential projects that may surface during the fiscal year from the commercial sector.

Sanitary Sewer Major Maintenance Program**\$75,000**

cip year: FY 2005-06

Sanitary Sewer Fund

\$75,000

status: Proposed

description:

The Sanitary Sewer Fund will be used to contract out sewer repair projects that are beyond the repair capabilities of the City's Public Works Department. This program is expected to be a continuing program in future years as routine maintenance would avoid restoration costs that could be several times higher. The Sanitary Sewer Major Maintenance Program in FY 2005-06 will include sewer repair projects located at various locations in the City.

Sanitary Sewer Master Plan**\$40,000**

cip year: FY 2005-06

Sanitary Sewer Fund

\$40,000

status: Proposed

description:

CWS is currently updating the 2000 Sewer Master Plan Update to include planning for urban reserve areas. A proposal to add additional planning for the City is being requested including: - Flow monitoring of lines identified by the 2000 Sewer Master Plan Update as having inadequate capacity, -Identifying collection system rehabilitation needs, -Preparing a capital improvement plan.

Sanitary Sewer Rehabilitation Program**\$50,000**

cip year: FY 2005-06

Sanitary Sewer Fund

\$50,000

status: Proposed

description:

This project rehabilitates sanitary sewer pipes located throughout the City utilizing a trenchless construction method to prevent damage to existing pavement and eliminate conflicts with existing utilities. Construction of the project will be combined with a storm drainage rehabilitation project to generate larger quantities that typically would result in lower bids.

Report - Project Details by Type

CIP Year: FY 2005-06

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Storm Drainage System Program \$744,000

79th Avenue Storm Drainage Outfall \$90,000

cip year: FY 2005-06

Storm Sewer Fund

\$90,000

status: Proposed

description:

This project constructs approximately 1,000 feet of 18-inch storm drain line east of 79th Avenue for discharge of storm runoff to Fanno Creek. The project also installs an energy dissipator manhole and riprap for water to flow through prior to discharging to the creek. Construction of this project will be combined with the 79th Avenue Sanitary Sewer Outfall project to minimize impacts to private properties. A 20-foot utility easement will be dedicated by a property owner for construction and maintenance of the storm drain and sanitary sewer pipes. Completion of this project will provide a direct point of connection for future upgrades of the storm drainage system on the street.

Clean Water Services Master Plan Projects \$150,000

cip year: FY 2005-06

*Water Quality/Quantity
Fund*

\$150,000

status: Adopted

description:

The Fanno Creek Watershed Plan provides the plan for the Tigard area. The beneficial uses the plan is expected to protect include: the survival of resident fish and aquatic life, salmonid spawning and rearing, water-contact recreation, aesthetics, fishing, and water supply. The plan accomplishes this by identifying prioritized projects and other management actions that will improve water quality and flood management. In addition, the Healthy Streams Plan is expected to be completed during February 2005. This plan will include projects to treat stormwater, replace culverts that are barriers to fish migration and plant trees to shade creeks.

Derry Dell Creek Wetland & Vegetated Corridor Monitoring \$2,000

cip year: FY 2005-06

Storm Sewer Fund

\$2,000

status: Proposed

description:

In FY 2004-05, the City enhanced wetland areas and the vegetated corridor along Derry Dell Creek at 110th Avenue. The enhancement is required by the DSL, the Corps of Engineers, and CWS due to impacts generated by the installation of a sanitary sewer pipe across the creek. Installation of planting materials has been completed. This project involves field inspections and preparation of the first-year monitoring report for submittal to the agencies.

Durham Rd at 108th Ave - Stream Bank Stabilization \$100,000

cip year: FY 2005-06

Storm Sewer Fund

\$100,000

status: Proposed

description:

A creek bank and a portion of the segmental-block retaining wall south of Durham Road have been eroded and undermined due to high stream flow overflowing from a 36-inch culvert under the street. The contributing factors to the problems are a large boulder which was placed in the middle of the stream and the culvert alignment which does not line up with the creek. This project removes and reconstructs a portion of the retaining wall, removes the existing boulder, and extends the culvert for proper alignment with the creek. Bank stabilization immediately south of the outfall is currently being performed by a developer under a private project. The project site is located within a sensitive area according to the City's Wetlands and Stream Corridors map, which will require environmental studies and permits.

Gaarde Street Phase 2 - Wetland Mitigation **\$2,000**

cip year: FY 2005-06

Storm Sewer Fund

\$2,000

status: Proposed

description:

This project provides mitigation measures that were required by the DSL, the Corps of Engineers and CWS to offset the loss of 0.009 acres of wetland associated with the widening of Gaarde Street. The offsite mitigation area is along the Fanno Creek Greenway immediately north of Tigard Street. The vegetated enhancement area is located along the Fanno Creek trail south of the Burnham Business Park. Initial vegetation management and plant installation were completed in 2004. This project is the monitoring and preparation of a wetland report for submittal to the agencies.

Highland Drive (109th Ave to 1100' east) - Storm Drain Pipe Replacement **\$150,000**

cip year: FY 2005-06

Storm Sewer Fund

\$150,000

status: Proposed

description:

The existing storm drainage system on Highland Drive from 109th Ave to approximately 1,100 feet east of the Highland/109th intersection consists of 12-inch pipes that have been crushed in numerous places and are beginning to fail. This project includes installation of new pipes, manholes and upgraded catch basins. Construction of the project will be combined with the Pavement Major Maintenance Program, which is scheduled for the summer of 2005. Construction coordination would be more efficient if both projects are handled simultaneously by the same contractor.

Riparian Restoration and Enhancement **\$50,000**

cip year: FY 2005-06

Water Quality/Quantity Fund

\$50,000

status: Proposed

description:

This project restores and enhances existing riparian areas along Hiteon Creek (Englewood Park), Summer Creek (Summerlake Park), Fanno Creek (Englewood Park) and Fanno Creek (Bonita Park). The scope of work includes removing of non-native plant species, planting native plants, placing soil protection measures, maintenance and monitoring the enhancement work. The project is scheduled to be continued over a period of 5 years beginning FY 2005-06.

Storm Drain Pipe Rehabilitaion **\$60,000**

cip year: FY 2005-06

Storm Sewer Fund

\$60,000

status: Proposed

description:

The City of Tigard's television inspection reports identify several thousand feet of damaged storm drain pipes. In FY 2001-02, the City established a yearly rehabilitation program to restore the structural integrity of the damaged pipes. The program uses a method to install pipes that eliminates the need to excavate and minimizes disruption to traffic and underground utilities. This project continues the program by rehabilitating approximately 600 feet of pipe through installation of cured-in-place pipe inside the existing pipes utilizing the trenchless construction method.

Storm Drainage Major Maintenance Program **\$75,000**

cip year: FY 2005-06

Storm Sewer Fund

\$75,000

status: Proposed

description:

This program addresses minor storm drainage problems requiring more than normal maintenance effort by the City's Public Works department. The Storm Drainage Major Maintenance Program in FY 2005-06 includes the following and other projects located at various locations in the City: - Benchview Terrace (between White Cedar and Brim Place) - Catch Basin Installation - 112th

Avenue (south of Gaarde Street) - Pipe Extension and Catch Basin Installation

Summer Lake Culvert**\$40,000**

cip year: FY 2005-06

Storm Sewer Fund

\$40,000

status: Proposed

description:

Summer Lake Park is located along Winterlake Drive, near Shore Drive. There is an existing pedestrian pathway system that leads from the parking area into the park and also to a separate area of the park. A natural stream crosses this area from Winterlake Drive to Summer Lake. Where the pathway crosses this stream, three 12-inch culverts were installed. However, these culverts are not sized large enough to handle the winter runoff. This project replaces these culverts with a single large culvert and raises the pathway to accomodate the larger diameter of the new culvert. The project begins in FY 2004-05 with submittals of permit applications to DSL and the Corps of Engineers. Construction of the project is scheduled for the summer of 2005.

Water Quality Enhancement**\$25,000**

cip year: FY 2005-06

*Water Quality/Quantity
Fund*

\$25,000

status: Proposed

description:

This project converts the existing water quality pond to a new swale, or extended dry pond, on Steve Street west of 81st Avenue. Also included in the project is the enhancement of the water quality facility on Greensward Lane between 88th Avenue and Hall Boulevard by planting the facility with native grasses, trees and shrubs, and installation of a temporary irrigation system.

Report - Project Details by Type
CIP Year: FY 2005-06

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City Facilities System Program
\$1,265,425
IT Building Generator Upgrades
\$76,000

cip year: FY 2005-06

Facility Fund
\$76,000

status: Proposed

description:

This project will upgrade the current generators at the IT building to handle the necessary capacity. This facility has recently experienced power failures and the computer power is a critical resource for the City.

Library Parking Lot Expansion
\$125,000

cip year: FY 2005-06

Facility Fund
\$125,000

status: Proposed

description:

The library parking lot is almost always full, especially during events that draw a crowd to the library. This project expands the existing parking lot to provide additional parking spaces for library patrons. The expansion of the parking lot is contingent upon the construction of Wall Street from its intersection with Hall Boulevard to a point 425 feet east of the intersection. The main entry to the library will be relocated to line up with the book return and the existing driveway will be removed. The area for expansion is between the existing parking lot and the northerly right-of-way of Wall Street. Included in the construction are minor reconfiguration of the existing parking lot, installation of parking lot lights, landscaping, and retaining walls if necessary.

Library Site Arsenic Removal
\$75,000

cip year: FY 2005-06

Facility Fund
\$75,000

status: Proposed

description:

Soil contaminated with arsenic had been removed prior to construction of the library and Hall Boulevard half-street improvement. This project provides funding for additional soil samplings to determine if arsenic levels in the vicinity of the library fall below the background levels required DEQ. Additional soil clean up may be required as a result of the samplings.

PD Underground Storage Tank Upgrade
\$20,000

cip year: FY 2005-06

Facility Fund
\$20,000

status: Proposed

description:

Decommission and remove existing underground storage tank for the emergency back up generator at the Police Department. Install above ground storage tank of same capacity (500 gallons).

Police & Records Storage Remodel
\$149,425

cip year: FY 2005-06

Facility Fund
\$149,425

status: Proposed

description:

The project is to remodel the current Public Works operations building to accommodate storage of Police evidence and city records. The remodel includes architect fees, construction costs including modifications to plumbing, electrical and heating systems, purchase of a generator and above ground tank, man lift and shelving units for storage. By remodeling the operations facility, Police and City records will be able to store records and evidence in one location consequently

reducing overall operating costs and working more efficiently.

Senior Center Seismic Upgrade Design**\$20,000****cip year:** FY 2005-06*Facility Fund***\$20,000****status:** Proposed**description:**

Engineering services to provide plans, specs. and inspections in preparation for the Senior Center Seismic Upgrade, scheduled for FY 06/07.

Water Building Remodel**\$800,000****cip year:** FY 2005-06*Facility Fund***\$800,000****status:** Proposed**description:**

This project remodels the Water Building to consolidate the Public Works Department staff and crews in one building. Public Works will move from the Ash Street offices to the Water Building after the remodel is completed.

Report - Project Details by Type
CIP Year: FY 2005-06

created on:
 3/1/2005 4:41:09 PM

Water System Program

\$4,450,743

550' Zone Beaverton Connector

\$200,000

cip year: FY 2005-06

Water Fund \$84,000

status: Proposed

Water SDC Fund \$116,000

description:

The City's water system is currently connected with the City of Beaverton (Joint Water Commission) in our 425' elevation zone. This project will create a second connection to serve our 550' elevation zone. This project will also allow us to postpone the construction of one 550' elevation reservoir for an indefinite time, thus postponing the expense of about \$4,000,000.

550' Zone Improvements: 10 MG transfer pump station upgrade

\$200,000

cip year: FY 2005-06

Water CIP Fund \$200,000

status: Proposed

description:

The existing transfer pump station, located on the 10 MG reservoir site at Bull Mountain Road/125th Avenue, serves both the 550-foot and 713-foot service zones. The Water Distribution System Hydraulic Study identified a need to replace this pump station with one that would provide a higher pumping capacity to both service zones. Construction of this improvement increases pumping capacity from 2,000 gpm to 3,300 gpm for the 713-foot service zone. The pump station will also provide 3,900 gpm to the 550-Foot Zone Reservoir No. 2 listed previously. Along with the piping improvements listed below, the existing pump station at the Canterbury site (Pump Station No. 1) will be abandoned.

550' Zone Improvements: reservoir #2 construction

\$600,000

cip year: FY 2005-06

Water CIP Fund \$600,000

status: Proposed

description:

This reservoir is proposed to be located on the Tigard Tualatin School District (TTSD) site for the Alberta Rider Elementary School. Constructing this reservoir will eliminate some of the demand currently supplied by the 713-Foot pressure zone. Supply to the reservoir will be provided through the transfer pump station upgrade and transmission piping projects separately listed.

ASR #3 (Production)

\$1,090,000

cip year: FY 2005-06

Water CIP Fund \$1,090,000

status: Proposed

description:

The City completed an ASR expansion study which indicated that the City could achieve a total of 5 to 6 MGD from ASR wells placed around the City's aquifer. ASR provides the ability to inject water during the winter months in the aquifer (when water is plentiful), store the water in the aquifer for a few months, and then withdraw that same water in the summer months to help manage higher water demands. The ASR program may include the drilling of a test well first to indicate the suitability of the well for ASR use. If the test well is deemed appropriate for ASR use, a larger well will be drilled for a production well. The production well project would include the design and construction of the well pump, pump house and necessary water line piping to connect the well to the City's water system.

ASR #4 (Test)

\$92,000

cip year: FY 2005-06

Water CIP Fund \$92,000

status: Proposed

description:

The City completed an ASR expansion study which indicated that the City could achieve a total of 5 to 6 MGD from ASR wells placed around the City's aquifer. ASR provides the ability to inject water during the winter months in the aquifer (when water is plentiful), store the water in the aquifer for a few months, and then withdraw that same water in the summer months to help manage higher water demands. The ASR program may include the drilling of a test well first to indicate the suitability of the well for ASR use. If the test well is deemed appropriate for ASR use, a larger well will be drilled for a production well. The production well project would include the design and construction of the well pump, pump house and necessary water line piping to connect the well to the City's water system.

ASR Expansion Consulting Services**\$15,000**

cip year: FY 2005-06

Water CIP Fund

\$15,000

status: Proposed

description:

For siting studies and evaluation of additional ASR well development projects.

Defective Meter Replacements (1 1/2-Inch & Larger)**\$40,000**

cip year: FY 2005-06

Water Fund

\$40,000

status: Proposed

description:

This has been one of the long-term projects for the Public Works Department. The large meter replacement program is for the systematic testing, repair and/or replacement of all 1 1/2-inch and larger water meters. Meters of this size have developed problems where actual water flows are inaccurately measured; most of the time, the volume of water is under-reported. The result is that water customers could be using more water than they are being assessed. Testing and or replacement of these water meters have proven to make financial sense in that the investment is recouped by the additional revenues received due to accurate meters.

Defective Meter Replacements (Smaller Sizes)**\$15,000**

cip year: FY 2005-06

Water Fund

\$15,000

status: Proposed

description:

This has been another one of the long-term projects for the Public Works Department and is similar to the program for 1 1/2-inch meter replacements. But this program is for the smaller meters. Meters of this size have also developed problems where actual water flows are inaccurately measured; most of the time, the volume of water is under-reported. The result is that water customers could be using more water than they are being assessed. Testing and or replacement of these water meters have proven to make financial sense in that the investment is recouped by the additional revenues received due to accurate meters.

JWC Raw Water Pipeline Pre-design**\$82,503**

cip year: FY 2005-06

Water CIP Fund

\$82,503

status: Proposed

description:

This project will include a pipe connection between the JWC treatment plant and the headwork at Scoggins Dam. At present, water from Hagg Lake makes its way to the treatment plant via an open channel waterway and the Tualatin River. There are two problems with the existing system. First, the JWC treatment plant must submit a request to the Scoggins Dam control authority to release more water into the open channel system as the demand rises. But the treatment plant can only handle a certain volume of water at the intake; any extra water bypasses the plant and continues down the river. Therefore, there is a loss in efficiency. Second, it is estimated that 20% of the water from Scoggins Dam is lost to evaporation prior to reaching the treatment plant. This raw water pipeline will allow the JWC to control how much water is released from the dam into the pipe so that only the flow rate needed by the treatment plant will be released. In addition,

the pipeline will eliminate the water loss due to evaporation and will provide more capacity to the JWC system.

Menlor Reservoir Recirculation	\$45,000
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cip year: FY 2005-06

Water Fund

\$45,000

status: Proposed

description:

Menlor reservoir is developing a water quality issue in that, at certain times of the year, water does not circulate through the reservoir thus allowing chlorine residuals to diminish to below state standards. This project will install a small circulatory pump system that will address this problem.

Meter Installations	\$60,000
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cip year: FY 2005-06

Water Fund

\$60,000

status: Proposed

description:

This on-going program ties in with the Water Service Installations program. When new water customers, or existing customers who need an additional water service, apply for a new service, Public Works staff install the service line and will set the new meter.

Replace Well House #2 (Gaarde Site)	\$35,000
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cip year: FY 2005-06

Water Fund

\$35,000

status: Proposed

description:

The existing well house at Well #2 is approximately 40 years old and needs to be replaced and upgraded for security reasons.

Sain Creek Tunnel Study: JWC Joint Project	\$21,500
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cip year: FY 2005-06

Water CIP Fund

\$21,500

status: Proposed

description:

The Tualatin Basin Water Supply Feasibility Study (WSFS) outlined a number of projects that could be constructed to increase the water supply capacity for Cities in Washington County. The Sain Creek Tunnel project is one that could be constructed in conjunction with the proposed Scoggins Dam raise at Henry Hagg Lake. The tunnel would be constructed from the Tualatin River to the mouth of Sain Creek at Hagg Lake, covering a distance of approximately three miles through the coast range. The tunnel would take water from the Tualatin River during the heavy winter rains and divert it to Hagg Lake. It is estimated that the tunnel will help fill Hagg Lake if the dam were raised, and would effectively increase the watershed by approximately two-thirds. This will help to reduce the number of years that the lake may not fill, thereby increasing the reliability of this source.

Scoggins Dam/Tualatin Water Supply	\$389,490
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cip year: FY 2005-06

Water CIP Fund

\$389,490

status: Proposed

description:

Secure 550' Reservoir #1 Site	\$400,000
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cip year: FY 2005-06

Water SDC Fund

\$400,000

status: Proposed

description:

This reservoir is shown in the City's Water System Master Plan and will be located on the north side of Bull Mountain. These funds will be used to locate and secure a suitable site.

Telemetry Upgrade **\$262,500**

cip year: FY 2005-06

<i>Water Fund</i>	\$262,500
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status: Proposed

description:

The existing telemetry system is out of date and the software and hardware are no longer supported by the manufacturer or local representatives. The City has also experienced failures of controllers at various sites due to the aging of the overall system. Replacement of controllers can take up to three weeks, which is not adequate for the City's need to have continuous monitoring ability of the water system. The upgrade process will enable the City to have up to date technology that is more user friendly, and to explore modes of communication other than the phone line system currently used.

Walnut Street (121st to Tiedeman) Relocate 12-Inch Line w/Street Construction **\$116,000**

cip year: FY 2005-06

<i>Water Fund</i>	\$116,000
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status: Proposed

description:

This project is in conjunction with the Walnut Street improvements to be completed by Washington County and the City over the next two years. Due to grade and alignment issues the existing 12" water line needs to be upgraded.

Water Line Replacement-Walnut (135th to 121st) **\$528,000**

cip year: FY 2005-06

<i>Water Fund</i>	\$264,000
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status: Proposed

<i>Water SDC Fund</i>	\$264,000
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description:

This project is in conjunction with the Walnut Street improvements to be jointly completed by Washington County and the City over the next two fiscal years. The "Water Distribution Hydraulic Study - May 2000" recommended that a new 24-inch water line be completed between 121st Avenue and Barrows Road. In addition, a separate 16-inch water line is needed approximately between 132nd Avenue and Walnut Lane. The roadway improvement project makes it timely for the installation of these transmission water lines. The funding of the water improvements will be roughly 50% from the Water Fund and 50% from the Water SDC Fund.

Water Main Oversizing **\$50,000**

cip year: FY 2005-06

<i>Water SDC Fund</i>	\$50,000
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status: Proposed

description:

During the course of the year the City may find the need to upsize a planned pipeline through a new development, thus accomplishing an identified capital improvement as listed in the "Water Distribution System Hydraulic Study - May 2000."

Water Main Replacements **\$78,750**

cip year: FY 2005-06

<i>Water Fund</i>	\$78,750
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status: Proposed

description:

This on-going program is based on the needs identified in the "Water Distribution System Hydraulic Study - May 2000", and is for the routine replacement of leaking, damaged and older water mains throughout the water system. In most cases the existing mains have adequate capacity and will be replaced with the same diameter water mains. This program is also for the completion of loops in the system to maintain hydraulic efficiencies.

Water Reservoir Seismic Upgrade Evaluation **\$70,000**

cip year: FY 2005-06*Water Fund*\$70,000**status:** Proposed**description:**

This is the beginning of an annual program that will review all of Tigard's water reservoirs for conformity to current seismic standards and recommend upgrades where needed.

Water Service Installations**\$10,000****cip year:** FY 2005-06*Water Fund*\$10,000**status:** Proposed**description:**

This is another long-term program for the department. Each year the City adds new customers to the system through individual building permits or additional water services. Customers apply for a new water service, and Public Works staff installs the service line and will set the meter (see Meter Installations line item).

Water Site Security Upgrades**\$50,000****cip year:** FY 2005-06*Water Fund*\$50,000**status:** Proposed**description:**

This project will accomplish the water site security upgrades that were identified in the PW Vulnerability Assessment and Emergency Response Plan. The security upgrades will include improvements to such things as access, fencing, intrusion alarms, and monitoring.



EXECUTIVE SUMMARY

Responses to Public Input
on
FY 2005-06 Capital Improvement Program

March 1, 2005

EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) formulation process for Fiscal Year 2005-06 began with an overview of the process presented by the City Engineer on the Focus on Tigard on November 4, 2004. The draft list of potential CIP projects for the fiscal year was posted on the City's webpage on December 28, 2004 and was presented to citizens in a Citywide meeting on January 19, 2005. Prior to the meeting, the program informational flyer was inserted in 5,400 copies of the Tigard Times newspaper on January 13, 2005. In addition, the CIP formulation process was also posted on City of Tigard Events Calendar, Cityscape and bulletin boards in City Hall. A Press Release was also submitted to the Tigard Times on January 7, 2005 for publishing of CIP event schedules and contact information.

Citizens have been notified through the City's webpage that they can continue to submit their input for the FY 2005-06 CIP through February 28, 2005. They have also been informed that the proposed CIP list will be discussed with City Council at the March 15, 2005 workshop meeting and that comments received after the deadline will not be in the Council packet. However, projects submitted after the deadline will be considered on a case-by-case basis up till the time the CIP budget is submitted for consideration in the City's formal budget formulation process.

Four responses were received by the Engineering Department via postal system and telephone. Five people registered their names on the sign-in sheet for the Citywide meeting on January 19, 2005. Of the five people, two submitted comments in writing while others discussed their comments with staff at the meeting.

Of the nine responses, two contain comments that request the City to install a mid-block crosswalk on North Dakota Street at the Fanno Creek Pathway. This project has been included in the FY 2004-05 CIP and is scheduled for construction in early-spring 2005. Other comments provide input on the draft CIP list and nominate projects for consideration. General comments show interest in land acquisition to protect natural resources, expand the City's park system or preserve open space at various locations in the City.

In addition to those comments received by the City since the beginning of the CIP formulation process, citizens have also nominated projects for consideration during the past year. Staff has responded directly to citizens at the time each individual request was received and has included those projects in this summary. Included in the summary are the press release, the CIP program informational flyer, as well as letters and e-mails from citizens requesting or opposing improvements.

The following is the summary of public comments and staff's responses to those comments, including requests that were submitted prior to the beginning of the CIP formulation process.

1. North Dakota Street Pedestrian Bridge

A designated pedestrian and bicycle access across the North Dakota bridge at Fanno Creek was requested by two citizens who indicated North Dakota Street at this location presents a dangerous situation for pedestrians and bicyclists when crossing the bridge. It was also mentioned that a bridge on Tigard Street at the Fanno Creek Trail could serve as an example for the proposed project.

Staff Response – The existing 18-foot wide North Dakota bridge that spans approximately 50 ft across Fanno Creek is not wide enough to provide a sidewalk or bike lane on the bridge.

There are certain physical constraints on both sides of the existing bridge. It may not be feasible to construct a free-standing pedestrian bridge at that location. A Feasibility Study and accompanying Preliminary Design will be included in the proposed FY 2005-06 CIP. If the project is determined to be feasible, it will be a candidate for construction in the following fiscal year.

2. North Dakota Street Pedestrian Crosswalk

The comment suggested installation of a mid-block crosswalk connecting the two pathways north and south of North Dakota Street.

Staff Response – This project is included in the FY 2004-05 CIP. A marked mid-block crosswalk will be installed in the spring of 2005. Also included in the project are improvements on the north side of the roadway to connect the two paths and provide a paved walking surface for pedestrians.

3. 109th Avenue Improvements

The request came from a resident who lives at the corner of 109th Avenue and Naeve Street. The resident while recognizing the existing gravel street been treated with dust abatement by City forces in the last few years, asks the street be improved or repaved.

Staff Response – As part of the Major Maintenance Program (PMMP), each year the City selects one or more gravel roads for maintenance using appropriate construction technique for each street. Streets selected for maintenance have to meet certain criteria. For example, Mapleleaf Street between 72nd and 71st Avenue, which is a short connector, was selected for paving in FY 2004-05 due to its location, traffic volume, speed and surface conditions.

109th Avenue is a gravel road that basically serves two lots and has the lowest traffic volume of all gravel streets remaining in Tigard. Paving the street does not make sense. However, it does present an annual maintenance problem and does need to be addressed. An appropriate treatment can stabilize the surface and reduce the maintenance requirements on that street. It will be included in FY 2005-06 for investigation and implementation of a treatment appropriate for that street.

4. Fanno Creek Trail (Tigard to Tiedeman Avenue)

This comment was about a portion of the Fanno Creek trail between Tigard Street to Tiedeman Avenue having standing water after heavy rain events requiring trail users to walk through existing vegetation adjacent to the path. The comment suggested the trail section be replaced with boardwalk to provide better drainage and allow users to have access to the trail in the winter.

Staff Response - The Tigard-Tiedeman trail segment is located adjacent to a wetland area. The FY 2004-05 CIP allocates \$10,000 for a preliminary study and design to determine what alternative works best to alleviate the standing water issue.

The City plans to complete the Fanno Creek trail system between the boundaries of Tigard and Beaverton and Tualatin. Funding for the trail system is through the Parks Capital fund or grants which are generally limited. The City is trying to complete all the trail segments first and then go back to fine tune sections that have developed problems (i.e. wet trail due to heavy rains or high groundwater table). The City has determined that placing an additional three inches of asphaltic concrete to raise the pavement surface of the trail above the water

level would be the most cost-effective solution to the problem. This work can be performed this fiscal year using available funds. Additional drain pipes will also be installed to allow water to flow toward the creek. The proposed work is scheduled to be completed by June 2005.

5. Walnut Street/Ash Avenue/Scoffins Street Feasibility Study

Two citizens were concerned that the study could lead to a project that would result in increased traffic along the residential portion of Ash Street.

Staff Response - The proposed study is expected to establish a feasible corridor for this collector street and will take adverse impacts to the existing neighborhoods into consideration. The process of determining that feasible alignment will include opportunities for the public and the residents in the project vicinity to comment on the proposed project through neighborhood meetings. No construction is currently planned.

6. North Dakota Street Streetlights, Curbs, Sidewalks and Speed Humps

The request was for installation of streetlights, curbs and sidewalks, and speed humps on Dakota Street between 95th and 90th Avenue.

Staff Response – Currently, the City doesn't have a program for installing curbs and sidewalks on residential streets in existing subdivisions. City staff will conduct another study in this segment of North Dakota Street to determine if the street would meet all criteria required for installation of speed humps.

There are two suitable locations for installing a cobra head-style streetlight. PGE has reviewed the two locations and indicated that the existing power pole at 9155 North Dakota Street is the best location for a streetlight to be installed on for around \$450. The City does have a Streetlight Fund, which provides minimal funding for new lights. These available funds should be reserved for installation of streetlights at critical locations on arterial and collector streets. This section of North Dakota Street has been designated as a neighborhood route and would be lower in priority for streetlight installation. There is a process for residents of a neighborhood to pay for installation of streetlights and for the City to assume responsibility for the energy and maintenance charges after completion of installation. This may be an option for this and other neighborhoods in the City.

The above response was discussed in a telephone conversation with the resident who submitted the request.

7. Interpretive Signage at Summerlake Park

This project was proposed by the Biodiversity Group of Tigard who indicated the group had been working with a former parks director to develop interpretive signage at the park. Signs recommended include informational (i.e. bird species) and warning (i.e. alert park visitors that feeding would be potentially harmful to park animals).

Staff Response – Signage is already being addressed by the City's Park Division. Parks staff is currently working with a Boy Scout organization to name the various plants in the Rhododendron garden. The division has also installed signage directing the public not to feed the geese/wildlife and to direct the public as to where they can and cannot fish.

Some interpretive signage has been installed at various parks (Fanno Creek Park, Cook Park, Bonita Park and Summerlake Park). Interpretive signage is a continuing project for the Parks

division. The division has spent up to \$5,000 this year in materials and labor installing interpretive signs. Citizens who want to volunteer their help in the installation of interpretive signage can contact the division.

8. Land Acquisition

The comment was regarding provision of CIP funds for acquisition of parcels that would complement the parks system in Tigard as well as protect natural resources including large old trees and wildlife. The comment also included an “option to purchase” idea allowing the City to accumulate funding for full purchase of the land in the future. The following four parcels were recommended for acquisition:

- Black Bull Development: 8-acre parcel along Fanno Creek north of North Dakota Street.
- Stonechase Development: 4.5 acre parcel on North Dakota Street at 112th Avenue.
- Ash Creek and adjoining Gates properties: 9-acre parcel and adjoining parcel by 74th Avenue and Ventura Street.
- Fanno Creek east of the library site.

Staff Response – The Parks System Development Charge (SDC) Fund is available for land acquisition and park development projects directly associated with growth. The funds cannot be used for any other purposes. For example, if the City wanted to add playground equipment, or purchase properties adjacent to an existing park not associated with growth, SDC funds could not be used. Another example, let’s say the City wanted to buy park land for active use and/or passive parks such as greenways, wetlands, etc., and the purchases were not in response to growth, SDC funds could not be used. If park land and/or greenways, wetlands, etc. were purchased in an area where growth was occurring, e.g. Bull Mountain, up to 100% of the land acquisition cost could be SDC eligible.

Purchase of the four recommended parcels is highly unlikely because the properties are being developed. Development status is summarized as follows:

- Black Bull Development: Subdivision application was submitted previously which was incomplete. The development just had a pre-application conference for a different project.
- Stonechase Development: Subdivision approved, under appeal.
- Ash Creek and adjoining Gates property: The Ash Creek Subdivision was remanded from LUBA and is going to Council next week for review. Subdivision of the Gates property is in review.
- Fanno Creek east of the new library site: This property belongs to Mr. Fred Fields. The City, at the present time, does not have the funds to purchase this property even if it were available. The School District also owns property east of creek and north of the Fields property.

9. Skate Park Location

A person was concerned that the Skate Park, which is designated for construction in the City Hall’s parking lot, would be an unsightly complex.

Staff Response – The parking lot location was deemed appropriate by the Skate Park Task Force and Council because of its visibility from the street, nearness to the police station, and

nearness to drinking water fountains and restrooms located in the Police Department entryway. In addition, siting the Skate Park on land owned by the City should reduce the overall project costs making the project more cost effective and affordable.

10. Spruce Street, 89th Avenue, Thorn Street, 66th Avenue, Upper Boones Ferry Road Paving

A comment received by the City in May 2004 requested that Spruce Street (between 89th to Hall Boulevard), 89th Avenue (south of Spruce Street) and Thorn Street (north of Naeve Street) be paved. In June 2004, a different citizen asked for a pavement overlay be applied on 66th Avenue (south of Taylors Ferry Road). In September 2004, the City received a request via telephone to include Upper Boones Ferry Road (between 72nd Avenue and Interstate 5) in the PMMP.

Staff Response – Spruce Street, 89th Avenue, Thorn Street and 66th Avenue will be included for paving in the FY 2005-06 PMMP. However, the paving work will only provide a two-lane paved roadway with gravel shoulders as needed to protect the paved surface. Full improvements to the streets are typically done through formation of a local improvement district with the befitted properties paying for the improvements.

Due to its current rating, Upper Boones Ferry Road does not qualify for the program in FY 2005-06. However, the street will be monitored periodically by the City for possible inclusion of the street in the maintenance program when required.

11. Highland Drive Overlay

In September 2004, a citizen called to request that Highland Drive east of 109th Avenue be re-paved.

Staff Response – The existing pavement on Highland Drive from 109th Avenue to 1,000 feet east of the intersection is moderately cracked and shows significant signs of deterioration. The street will be included in the FY 2005-06 PMMP for overlay. This project will be constructed in conjunction with and following completion of a storm drainage project located within the project limits.

12. Pine Street Reconstruction

In late-summer 2004, a resident that lived on Pine Street requested that the street be included in the City's Pavement Maintenance Program as soon as possible.

Staff Response – The pavement surface on Pine Street east of 69th Avenue has extensive longitudinal and transverse pattern cracking and numerous patches along the travel lanes. The 800-foot deteriorated segment of street that provides access to about 15 residents also has potholes due to frequent traffic movements and insufficient subsurface materials. The street will be proposed in FY 2005-06 for a combination of reconstruction and overlay, where appropriate, on this segment. Ultimate improvements to the street could be performed in the future through formation of a local improvement district.

13. 103rd Avenue Sidewalk

In April 2004, a community resident called to request a sidewalk along 103rd Avenue between View Terrace and Amanda Court.

Staff Response – Currently, 103rd Avenue is a narrow street without curbs and sidewalks. Existing trees and vegetation adjacent to the street obstruct the view of motorists creating a hazardous situation for pedestrians walking along the street. Sidewalks are needed at this location, Hall Boulevard, 72nd Avenue and various other locations in the City. However, funding for such projects is extremely limited. The City has applied for and received funding through the Community Development Block Grant program. This area most likely would not qualify for such funding. The declining gas tax revenue remains as the only other viable source for new sidewalk connections. If the desire is to establish a sidewalk improvement program, projects need to be prioritized and a new funding source (or sources) needs to be established and dedicated to that program. Until that happens, this and other sidewalk improvement projects would have to contend with the limited funds. Because of those reasons, this project is not recommended for inclusion in the FY 2005-06

14. Pine Street Storm Drainage Improvements

A property owner contacted the City several times regarding improvements to the undersized storm drain pipes on Pine Street that cause flooding to adjacent properties during heavy rains.

Staff Response – The inadequate drainage system on Pine Street will be proposed for upgrading for FY 2005-06. Construction of this project would be combined with the Pine Street Reconstruction project to minimize construction impacts to the neighborhood.

15. 69th, 70th Avenue & Lola Lane Storm Drainage

A citizen was concerned about a general lack of drainage facilities in the 68th, 70th Avenue area and about a drainage problem between houses at the Lola Lane cul-de-sac.

Staff Response – Drainage facilities in the 68th, 70th Avenue area have been reviewed and a few improvements have been made by the City. The remaining drainage needs are not suitable CIP projects because they are local improvements and are generally the result of a lack of street improvements, which could be done through formation of a local improvement district with the benefited properties paying for the improvements.

To resolve the drainage problem between houses at Lola Lane, the City has built a rock-lined ditch to convey runoff between the houses at the Lola Lane cul-de-sac and the sidewalk so that it continues to the street. The remaining needs for an inlet at the end of the ditch and a connection to the street drainage will be installed by the City's Public Works Department by the spring of this year.

16. CIP Process

A recent e-mail from a citizen contained several questions about the CIP process. The questions were regarding what options for making comments on proposed CIP projects, how citizens find out how public comments are going to be addressed, if a hearing is going to be conducted by City Council, etc.

Staff has responded to the e-mail. A copy of the e-mail addressing each question is attached to this report.

17. Hall Blvd/Wall Street Intersection – Phase 2

On February 15 & 16, 2005, the City received an e-mail and letter from Fans of Fanno Creek opposing the construction of Wall Street. The e-mail and letter indicated that the Wall Street extension would create a negative impact on natural values in the area and that construction

of 425 feet of Wall Street wouldn't be needed as adequate access has already been provided for the library and Fanno Pointe Condominiums. Fans of Fanno Creek were also concerned about the extension of Walnut/Ash/Scoffins Street that would create another crossing of Fanno Creek.

Staff Response – The Wall Street extension is identified in the City of Tigard Transportation System Plan (TSP) dated January 2002. It is shown in the “Proposed Functional Classification System” map as a proposed collector roadway. There are several goals and policies identified in the TSP that support the need for construction of Wall Street between Hall Blvd and Hunziker Street.

The City evaluated nine alternative roadway alignments and five alternative bridge lengths for the extension of Wall Street in order to minimize impacts to the Fanno Creek floodway, Pinebrook Creek, associated wetlands and ponds.

The proposed location of the Wall Street connection to Hall Blvd which is approximately 360 feet south of O'Mara Street has several advantages over other alignments: a shorter bridge (320 feet) over Fanno Creek will span both the creek and its floodway, minor impacts to wetlands located east of Fanno Creek, elimination of cut-through traffic on O'Mara Street, a neighborhood route serving existing residential developments.

Oregon Department of Transportation's (ODOT) access spacing standard for Hall Blvd is 500 feet minimum with a minor deviation limit of 475 feet. Due to the fact that four existing private driveways and a public roadway are located within 475 feet of proposed Wall Street, consolidation of driveways on Hall Blvd is required with the construction of the library and the Fanno Pointe Condominiums. As the rail crossing has not been approved for extension of Wall Street, construction of the first 425 feet of Wall Street to serve as a common access for the library and condominiums meets the access spacing standard required by ODOT. Wetland creation, wetland enhancement, wetland restoration and stream channel construction will be also included in the construction of 425 feet of Wall Street.

The extension of Walnut Street from Highway 99W over Fanno Creek to Ash Street then north to intersect with Scoffins/Hunziker Street is one of the improvements identified in the TSP for enhancement of intra-city circulation. Funding has been allocated in FY 2004-05 for completion of a corridor study to determine a feasible alignment for the extension. Staff has requested the funding be carried over into FY 2005-06 to allow time for incorporation of improvement concepts of a Downtown Improvement Plan into the study.

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ATTACHMENTS



CITY OF TIGARD

13125 SW Hall Blvd.
Tigard, Oregon 97223

PRESS RELEASE

January 7, 2005

For Immediate Release

Contact: Vannie T. Nguyen, P.E.
CIP Division Manager
City of Tigard
503-639-4171, ext. 2460

FY 2005-06 CAPITAL IMPROVEMENT PROGRAM

Public Meeting

January 19, 2005 – 6:30 PM to 8:00 PM

Tigard City Hall – Town Hall

13125 SW Hall Blvd.

Tigard, OR 97223

This public meeting is your opportunity to provide input on any proposed projects or submit suggestions for additional projects.

The City's CIP (Capital Improvement Program) includes improvements to City streets, storm drainage, sanitary sewer, water, parks and other City facilities. The CIP formulation for Fiscal Year 2005-06 began on November 4, 2004 with a CIP overview on the "Focus on Tigard" program.

Comments received will be considered in the development of a list to be submitted through the formal budget process for funding. The CIP formulation process is outlined as follows:

- CIP Process overview – November 4, 2004
- Draft List of CIP projects posted on the City's website – December 28, 2004
- Citywide Meeting – January 19, 2005
- Planning Commission Meeting – February 7, 2005
- City Council Meeting – March 15, 2005
- Modify CIP project list – mid-March to late-April 2005
- Budget Committee approval – mid-May 2005
- Planning Commission approval – late May 2005
- City Council approval – mid-June 2005
- Program becomes effective – July 1, 2005

Citizens will have other opportunities to comment on the project list during the formal budget process leading to adoption of the CIP for FY 2005-06.

Please direct comments to:

Agustin P. Duenas, P.E., City Engineer
gus@ci.tigard.or.us
503-639-4171 Ext 2470

Vannie T. Nguyen, P.E., CIP Division Manager
vannie@ci.tigard.or.us
503-639-4171 ext 2460

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City of Tigard

Fiscal Year 2005-06

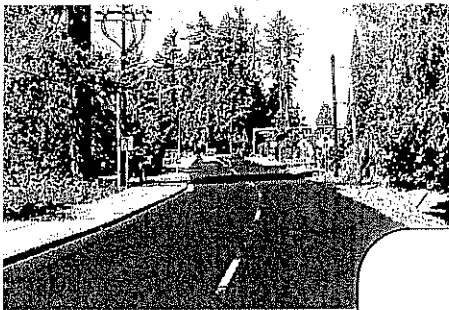


Capital Improvement Program Open House

Sanitary Sewer



Street System



Storm Drainage



Join us

Wed., January 19th

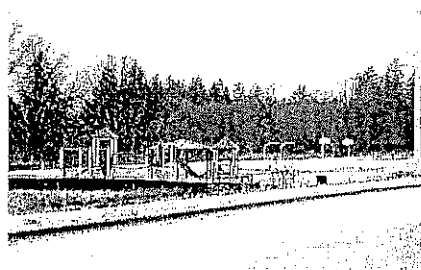
Town Hall

13125 SW Hall Blvd.

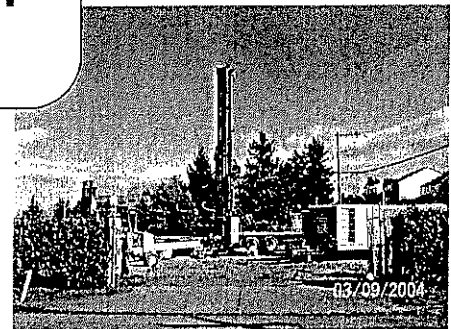
6:30 – 8:00pm



City Facilities



Park System



Water System

We Need Your Input

For more information go to:
<http://www.ci.tigard.or.us>

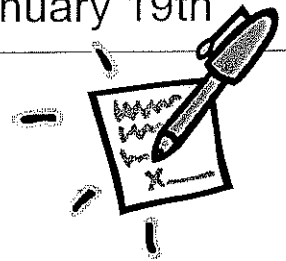
or

Contact: Vannie T. Nguyen, PE
503-639-4171 ext 2460

If you would like to provide written comments
please mail this back to:

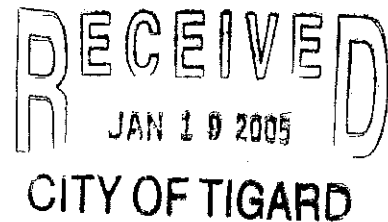
Vannie Nguyen, PE
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

Or drop off at **City Hall** or the **Library** on or before January 19th



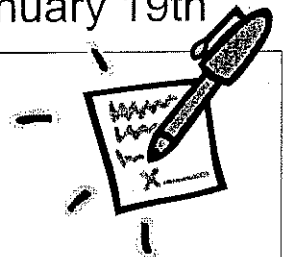
If you would like to provide written comments
please mail this back to:

Vannie Nguyen, PE
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223



Or drop off at **City Hall** or the **Library** on or before January 19th

January 17, 2005



Dear Vannie Nguyen,

I think there should be a place to walk and push a stroller and ride a bicycle built onto the existing bridge over Fanno Creek on North Dakota Street. It would be similar to the bridge on Tigard Street.

Also - I think that there should be a marked crosswalk for the Fanno Creek Trail where it crosses North Dakota Street. This would also be similar to what is on Tigard Street.


These two places on North Dakota Street are VERY DANGEROUS.

Sincerely yours,
Anne Brann

If you would like to provide written comments
please mail this back to:

Vannie Nguyen, PE
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

Or drop off at **City Hall** or the **Library** on or before January 19th

I write and phone every year -
so here I go again. We live on Maine
and 109th. Once a year with much pleading
we get our horrible road dust abated
otherwise, with a 17% grade nothing is
done. We put the gravel back up that
flows down the road. I've asked the
engineers (or someone) to look to see what
can be done - we have lived here for
40+ years and watch every other street
repaired, redone etc. When the wild
eye presene was put on the corner of
Maine & 109th it sat. When new people
moved in, it wasn't 1 month before the
city was out & put up fences - they had
to have seen it was not fenced before they
moved in. But, here we still sit &
unimproved corner - the apartments didn't

Postal

City of Tigard

Fiscal Year 2005-06

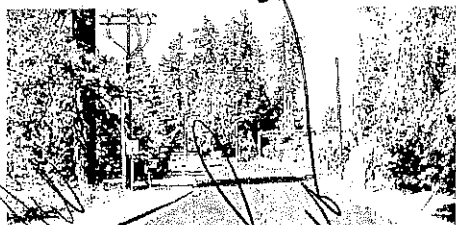


Capital Improvement Program Open House

Sanitary Sewer



Street System



Storm Drainage



Join us

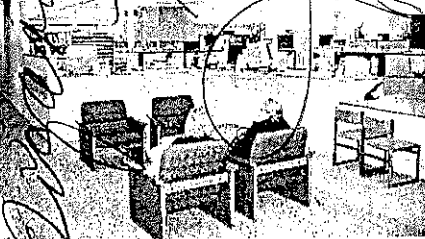
Wed., January 19th

Town Hall

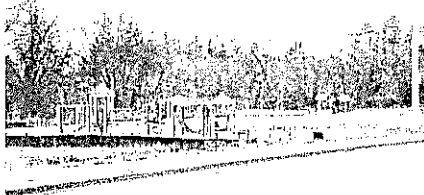
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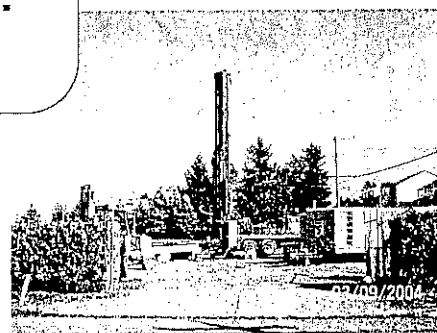
City Facilities



Park System



Water System



We Need Your Input

For more information go to:
<http://www.ci.tigard.or.us>

or

Contact: Vannie T. Nguyen, PE
503-639-4171 ext 2460

have to do a big street improvement and we live with no improvements! Do you think we are supporters of Tigard? I can't even get a road back. Out of love

RECEIVED
JAN 19 2005
CITY OF TIGARD

Citywide meeting
Jan 19, 2005

RR:
WALNUT-ASH
SCOFFINS CONNECTION
FEASIBILITY STUDY

002
13255 SW ASH AVE
TIGARD OR 97223

COMMENTS (503) 684-0577.

Citywide Sanitary Sewer Extension Program

Name or District No.:

I, JOHN FINNERTY, AND FINNERTY FAMILY, OBJECT
WHOLE-HEARTEDLY TO ANY PLAN OR DEVELOPMENT
THAT WOULD MAKE ASH AVE AN ALTERNATIVE^{HWY 99} FOR
THROUGH TRAFFIC ON THE GROUNDS THAT IT WOULD MAKE
ASH AVE UNSUITABLE AS A RESIDENTIAL AREA PUT THE
LIVES OF MY CHILDREN AT RISK, CAUSE CONSTRUCTION CHAOS
AND ENDANGER THE WILDLIFE AREA AND PEACEFUL BICYCLE

Name - Address & Phone would be nice but not required.
ROUTES / PARK AREA THAT "TIGARD CITY" HAS LONG PROMOTED.

Citywide meeting
Jan 19, 05

PROJECTS FOR THE 2005 CAPITOL IMPROVEMENT PROGRAM CITY OF TIGARD

SUBMITTED; BY SUE BEILKE, DIRECTOR,
BIODIVERSITY PROJECT OF TIGARD
January 19, 2005

We are delighted to take part in this important civic opportunity by providing the following projects that citizens believe are crucial to improving the quality of life here in Tigard as well as protecting our natural resources. With input from many citizens, we have developed these projects in order to enhance our community.

1. **Marked crosswalks and lights at Fanno Creek trail crossings:** Provide marked crosswalks as well as flashing lights at the points where Fanno Creek trail crosses Tigard street and SW North Dakota street. This will improve the safety of the users of the trail and make it more enjoyable. We have talked to many citizens who use this trail about this and it is a high priority. Cost: No estimate at this time, but most likely at least \$10-15,000 for each crossing.
2. **Replace parts of Fanno Creek trail with boardwalks:** There are a number of low, wetland areas on the trail which flood quite often in the winter and spring months, making the trail un-useable, even after 1 or 2 inches of rain. Replacing the asphalt with a boardwalk would allow users to have access to the trail in the winter, would allow for better drainage and improve the hydrology in these areas, and prevent users from trampling all the vegetation next to the trail which is what currently happens. Cost: No estimate at this time, but we currently have a project approved from last year for \$10,000 which has still not been implemented and needs to be done in 2005. Once this project is completed we will have a good idea of what other trail replacements will cost.
3. **Provide interpretive signage at Summer Lake Park:** A number of years ago we worked with a former parks director to develop interpretive signage at the park. We would still like to see this completed so visitors would learn what species of birds, etc. use the park and also use it as an educational tool, in particular to ask people not to feed the ducks and geese and explain why this is a bad thing to do. Several good places for signage would be by the bridge crossings in the center of the park where they would be highly visible. Cost: No estimate at this time but possibly in the range of \$5-10,000.
3. **Land Acquisition:** Use some of the CIP funds to begin land acquisition of several parcels that would nicely complement the parks systems in Tigard as well as protect valuable resources including large old growth trees and wildlife. While these funds most likely are not sufficient to purchase the land, they could be enough to fund an option to purchase, allowing the city to meanwhile work on funding the full cost of the land.
 - **Black Bull** – an 8 acre parcel along Fanno Creek off North Dakota Street. Includes wetland, floodplain and riparian values, as well as high wildlife values including 2 State listed species. Cost: No estimate at this time.

- Stonechase – a 4.5 acre parcel on North Dakota, the last upland forest left in this neighborhood. It would make an ideal park, is flat, has large trees on it and many species of birds currently occupy the forest including downy woodpeckers and towhees. We have already spoken to Dan Plaza, the parks director, and he agreed it would be a good site for a park. Cost: No estimate at this time.
- Ash Creek and adjoining Gates property – the 9 acre Ash Creek parcel is the largest remaining predominantly Western red cedar forest left in the entire Metro area. It has some of the highest wildlife and habitat values left in the city and would be an ideal “nature park”, something the residents in this area desperately need for they have NO park in this entire section of Tigard. Cost: No estimate at this time.
- Fanno Creek east of the library site. There is a wetland and forest complex east of the creek and library which have extremely high wildlife and habitat values and includes several listed species and rare plants. Acquisition of this parcel would greatly complement the open space around the library and provide acreage to the park system which is currently deficient in both open space and parks. Cost: No estimate at this time.

From: Vannie Nguyen
To: BASIL CHRISTOPHER
Date: 1/28/2005 9:55:14 AM
Subject: Re: '05-'06 CIP Comments

Basil,

1. The deadline for making comments is Feb 28, 05.
2. Email would be fine.
3. I'm addressing public comments in a report to be submitted to the Planning Commission/City Council for review in their meetings of Feb 7 and March 15. People submitted comments will get a copy of my report. However, any comments received after the Citywide meeting won't be addressed in the report.
4. Yes and no depending on projects. We evaluate all comments before recommending for approval.
5. In the report mentioned earlier.
6. You can attend the City Council Workshop meeting on March 15 which is not a public hearing. The meeting is for Council input on proposed projects.

Two public hearings will be conducted by the Planning Commission and City Council in May and June 2005 respectively prior to adoption of the program.

Please call me at 503-7182460 if you have additional questions. Thanks.

>>> "BASIL CHRISTOPHER" <Basil_Christopher@msn.com> 1/27/2005 9:56:42 PM >>>
Vannie,

I have several questions regarding the proposed CIP projects, and the CIP process.

- 1) Beside the one public meeting, do I have other options for making comment on proposed 05-06 CIP projects?
- 2) If yes, how should I make comments, email?
- 3) What happens with my comments? And how are they handled and/or addressed?
- 4) Will any of my comments make a difference in the final selection of projects?
- 5) How do I find out about the comments made by others.
- 6) Will there be opportunity for members of the public to talk informally with City Council about the proposed projects? (tour?)

Thanks,

Tigard Resident,
Basil Christopher

From: Vannie Nguyen
To: BASIL CHRISTOPHER
Date: 1/28/2005 10:04:54 AM
Subject: Re: '05-'06 CIP Comments

Basil,

My previous response to your question No. 1 will need to be modified as follows:

1. The deadline for making comments is Feb 28, 05. Submittal of comments after this date will be considered on a case-by-case basis.

Thanks

>>> "BASIL CHRISTOPHER" <Basil_Christopher@msn.com> 1/27/2005 9:56:42 PM >>>
Vannie,

I have several questions regarding the proposed CIP projects, and the CIP process.

- 1) Beside the one public meeting, do I have other options for making comment on proposed 05-06 CIP projects?
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- 5) How do I find out about the comments made by others.
- 6) Will there be opportunity for members of the public to talk informally with City Council about the proposed projects? (tour?)

Thanks,

Tigard Resident,
Basil Christopher

From: "John Frewing" <jfrewing@teleport.com>
To: "Vannie Nguyen" <VANNIE@ci.tigard.or.us>
Date: 12/1/2004 9:06:45 AM
Subject: Nomination of Capital Improvement Project - 69th, 70th and Lola Lane Storm Drainage

see attached

Vannie,

Over the past year, I have commented to City of Tigard that the storm drainage system for the NE part of Tigard, actually starting in the City of Portland, on the south side of Taylor's Ferry Road and extending down to Lola Lane, is non-functional. The result is a surge of storm drainage down Lola Lane in even moderate rainfall events.

On the CAP 45 walk this year, I pointed out where the drainage system is deficient at the upper end of Lola Lane. Yesterday I got a call from Al in Maintenance who told me of the history and their (maintenance) efforts in this area. He acknowledged that what they can do is limited and in response to my query, suggested a CIP nomination to you. This issue came to my special attention recently, when, as a Community Connector for Tigard, I was walking the area and a resident at the low point and downhill side of SW 70th pointed out the sandbags on the front of his lot which prevent water running into his house. This resident told me that the whole system in this area is to be evaluated in the spring of 2005, but Al knew nothing of such evaluation.

Please consider this email a CIP nomination and include it on the list of projects for the coming year. I think what is needed is 1) a system evaluation according to modern standards, including evaluation of drainage coming from Portland, 2) modification of drainage ditches and placement of critical drainage in storm drain pipes in the area bounded by 65th, Taylor's Ferry Road, Alfred St and the upper terminus of Lola Lane, and 3) connection of the downstream end of this drainage into the storm sewer already located on Lola Lane, so it doesn't flow down the street.

If you would like to visit the area, and have me show you the situation, I would be glad to do so. Of course, one doesn't see the impact except in a rainfall event, but maybe you have long term monitoring systems to document the condition to your satisfaction.

The problem arises because of the historical development of the area -- when the area discussed above was developed, standards said simply to get the water off the lot. When Razberry Addition was built, there was no standard to consider storm water running on to the tract from uphill (the code requires such consideration now).

Please confirm to me that this project is of the nature considered by the CIP process and it is placed on the nomination list. I await a suggested time for a tour. Thanks, John Frewing

CC: "Gus Duenas" <Gus@ci.tigard.or.us>

From: Greg Berry
To: jfrewing@teleport.com
Date: 12/3/2004 2:57:49 PM
Subject: Nomination of Capital Improvement Project – 68th, 70th and Lola Ln

December 3, 2004

To: Mr. John Frewing

From: Greg Berry, Engineering Department

Subject: Nomination of Capital Improvement Project – 68th, 70th and Lola Ln.

Thank you for suggesting a project in your December 1, 2004, e-mail. Staff is familiar with the lack of drainage facilities in this area having responded to numerous complaints. As you mentioned, Al Dickman of City Maintenance has asked the Engineering Department to evaluate the feasibility of improving drainage between the southern dead-end of SW 69th Avenue and Lola Lane. On Tuesday morning, December 7th, Al and I plan to visit the site; I will let know what we find. As for improving drainage in the remainder of this area, projects could be considered for the Capital Improvement Program, but are unlikely to be assigned a sufficiently high priority to be considered for funding.

First, the projects would for the construction of local improvements; improvements primarily intended to serve lots fronting streets in which the storm drain is located. In general, construction of local improvements is the responsibility of the adjacent owners. The City's role is to maintain the facilities once they have been constructed to City standards. Occasionally, the City has installed local improvements where a small project could significantly reduce a hazard or eliminate continuing property damage. For example, following review of the drainage in this area, a culvert was installed at SW Alfred Street and 67th Avenue to prevent flooding of a street and a garage. A few other small drainage projects have also been completed in this area. We believe that no additional drainage projects appropriate for the Capital Improvement Program remain in this area.

In addition, the installation of drainage facilities alone can not solve the drainage problems in this area. Other local improvements such as street improvements to collect rainfall runoff and disposal sites to receive the collected runoff are also required.

Greg N. Berry, PE
Engineering Department
13125 SW Hall Blvd.
Tigard Or 97223
Voice: 503 718-2468
Fax: (503) 624-0752

CC: Gus Duenas; Vannie Nguyen

Telephone

From: Diane Jelderks
To: Vannie Nguyen
Date: 1/19/2005 4:47:01 PM
Subject: CIP request

Edith - who lives on North Dakota Street close to the Mormon Church complained that she had requested that pedestrian improvements were needed for the North Dakota Bridge to make it safe for pedestrian who have to walk to Greenburg Road to catch a bus...

She said she was told this would be done last year and now she does not even see it listed as a project.

She has lived in Tigard 61 years and doesn't understand why we give all the improvements to people who haven't even been in the City Limits very long. When is North Dakota going to get some attention???

She is not able to drive at night and will not be able to make your meeting. If fact she may have to quit driving all together and would like the ability to walk to where she could catch a bus.

I told her I would pass on here concerns.
Thanks, dmj

Diane M. Jelderks
Senior Administrative Specialist
Engineering Department
Direct No.: 503-718-2465
dianej@ci.tigard.or.us
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

CC: Gus Duenas

Telephone

From: Chad Whipp <chad_whipp@symantec.com>
To: <mikem@ci.tigard.or.us>, <vannie@ci.tigard.or.us>
Date: 12/10/2004 9:02:52 AM
Subject: N. Dakota capital improvements

Hello Mike,

Thanks for taking my call earlier and please let me know if there is anything I can do to provide you with more information.

I live in-between 95th and 90th Avenue on SW North Dakota Street. Address is 9293 SW N. Dakota Street

- * The neighborhood needs more street lights there aren't any a block in either direction of my home
- * Sidewalks and Curbs to prevent the rain water from draining on my property and
- * Raised bumps to slow down traffic

Thank you in advance for your time.

Chad

503-459-3767

Chad Whipp

(800) 388-3858 ext: 8180

(503) 617-8180 Direct

(503) 614-2240 Fax

9/16/2004

phone call from

Rosemary

10835 SW Highland Drive

503 620-8041

Requests to have the street east of 109th overlaid
next FY.

6/4/04

FY05-06 PMMP

66th South of Taylors Ferry
street requested by a citizen to be
paved ASAP

9/7/04

via phone – She has seen other roads being resurfaced that are not as damaged as this road.- I check PMMP list, street was not listed - suggested citizen write letter requesting project be added and made a high priority.

Upper Boones Ferry Road between 72nd Avenue and Interstate 5 (especially in front of Chevron Station and as you approach the tracks.

Diane Jelderks

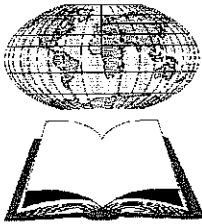
Telephone

9/23/04

Pine street

69th to end

Request to pave Pine Street
due potholes & unpaved
condition



FOREIGN MISSION FOUNDATION

Dr. Gene Davis, President
10875 S.W. 89th Street
Tigard, Oregon 97223 USA
Tel: 503 246-5862, fax: 503 977-9343
Email: fmf-india@comcast.net
Web: www.fmf-india.com

Bill Monahan
City Manager
City of Tigard
13125 SW Hall Blvd.
Tigard, OR 97223

Ph: 503-639-4171

May 5, 2004

Re: Paving Spruce, SW 89th, and Thorn

Dear Bill,

I wonder if you would do me a favor. Please take a look at our streets, which are only about two blocks long, and the only streets in Tigard without blacktop. They are Spruce, 89th, and Thorn. Several years ago we had every assurance that blacktop, with all city amenities, would be provided if we annexed into the city. As you know, I worked hard on that annexation, however we didn't get the street improvements. I wonder if you could review our street and see what it would take to put blacktop on it this year.

Thank you very much,

Dr. Gene Davis

CC: Gus Duenas, City Engineer

RECEIVED C.O.T.

MAY 06 2004

Administration

From: Brad Baugher <baugherb@oes.edu>
To: <vannie@ci.tigard.or.us>, <gus@ci.tigard.or.us>, <craig@ci.tigard.or.us>
Date: 2/15/2005 9:03:07 AM
Subject: Comment on FY 2005-06 Street Capitol Improvement Projects

Tuesday, February 15, 2005

City of Tigard
Craig Prosser - City Manager
Vannie Nguyen - CIP Engineering Manager
Gus Duenas - City Engineer

Comment on FY 2005-06 Capital Improvement Projects

My name is Brad Baugher and I am Co-president of Fans of Fanno Creek. Fans of Fanno Creek is a volunteer citizen group dedicated to the protection and restoration of Fanno Creek and its tributaries. We have been working for more than a dozen years in the watershed to protect and enhance the creeks, with several major projects and thousands of volunteer hours over that time.

I am writing to comment on the CIP proposal on The Hall Blvd/Wall Street Intersection - Phase 2 at a cost of \$500,000. This project appears to be a companion to the proposed crossing of a significant natural area, an important local wetland, Fanno Creek, and an active railroad line, namely, the extension of Wall Street between Hunziker Street and Hall Blvd. Tigard has already spent three hundred thousand dollars on this ill-conceived project, with little to show for it. Indeed, there is another request in the current CIP list for an additional \$40,000 to prepare for any expenses incurred in the preparation of environmental permit applications and the railroad crossing application and hearing for Wall Street. The natural areas along Fanno Creek will have a greater long-term financial benefit to Tigard if kept intact, both in terms of increased property values and enhanced quality of life for Tigard residents.

Fans of Fanno Creek opposes the Wall Street extension and any project which would lead to the same outcome because it would have such a negative impact on important natural values in the area. As the largest stream, Fanno Creek is the backbone of this watershed. Another bridge over Fanno Creek would bring with it additional stress to the native cutthroat trout and other wildlife that call the creek home. It would also result in increased water temperatures and pollution through additional street runoff pouring directly into the creek as well as a variety of other harmful impacts on the surrounding wildlife and habitat.

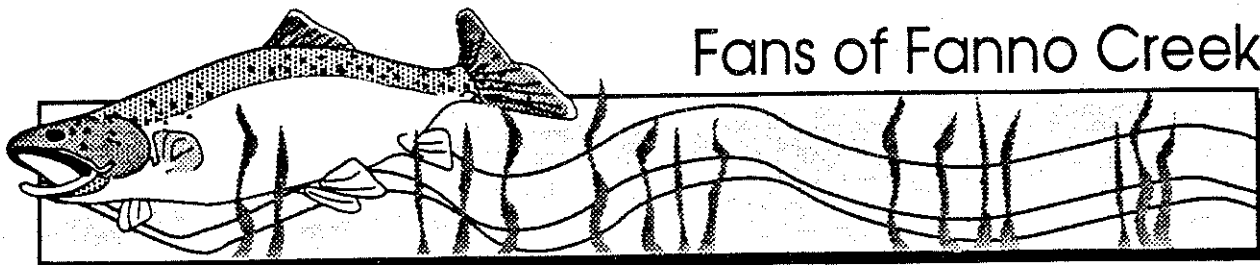
The stated purpose of this 425-foot spur and intersection would be to provide common access to Hall Blvd. for the new library and Fanno Point Condominiums. Both already have adequate access to Hall Blvd and the expense of this dead end road simply does not make fiscal sense. The safety concern that might otherwise call for an additional street driveway for each development has also been addressed since both developments contain internal building sprinkler systems for fire. The construction of The Wall Street extension has met with opposition for a variety of sound reasons and the City of Tigard has many other important projects which could use the additional half million dollars listed for this project.

Another project listed on the 2005-06 CIP that leads to the same concern is

the Walnut/Ash/Scoffins Connection Feasibility Study. From the description, it is clear that this project would also include yet another crossing of Fanno Creek. Fans of Fanno Creek will oppose any additional crossings that involve a significant natural area. We encourage the City of Tigard to recognize these natural areas and green spaces as valuable assets to the livability of the city and to make a concerted effort to protect these assets when considering future development.

Thank you for your time.

-- Brad Baugher, Co-president Fans of Fanno Creek
baugherb@oes.edu



Volunteers dedicated to the restoration and protection of Fanno Creek and its tributaries

Tuesday, February 15, 2005

RECEIVED
FEB 16 2005

City of Tigard
Agustin P. Duenas, P.E., City Engineer
13125 SW Hall Blvd.
Tigard, OR 97223

Dear Mr. Duenas,

CITY OF TIGARD

My name is Brad Baugher and I am Co-president of Fans of Fanno Creek. Fans of Fanno Creek is a volunteer citizen group dedicated to the protection and restoration of Fanno Creek and its tributaries. We have been working for more than a dozen years in the watershed to protect and enhance the creeks, with several major projects and thousands of volunteer hours over that time.

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Thank you for your time.

Sincerely,

Brad Baugher



Brad Baugher, Co-president Fans of Fanno Creek
20% Post Consumer Content

Fans of Fanno Creek P.O. Box 25835 Portland, OR 97225
A non-profit 501 (c)(3) organization

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Continued Discussion of a Proposed Resolution to Support Collaboration with Washington County Jurisdictions Regarding Proposed Changes to Goal 14, Urbanization and the Urban Growth Boundary Administrative Rules

PREPARED BY: Duane Roberts DEPT HEAD OK JR CITY MGR OK CR

ISSUE BEFORE THE COUNCIL

Review and discuss a proposed resolution (or resolutions) supporting (1.) region-wide collaborative efforts to revise Goal 14, Urbanization and Urban Growth Boundary, administrative rules and (2.) region-wide efforts to limit Metro's authority to adopt land use controls.

STAFF RECOMMENDATION

Council should provide direction to staff regarding additions or revisions to the agreement and the specific issues the resolution should highlight.

INFORMATION SUMMARY

At its February 22, 2005, meeting, Council reviewed and discussed a draft resolution that (1.) supported region-wide efforts to revise the Goal 14, Urbanization and Urban Growth Boundary, administrative rules, and (2.) supported efforts to build a region-wide consensus in support of limiting Metro's authority to adopt local land use controls. The Tigard resolution was modeled on a recently-adopted City of Tualatin resolution that advocated for limiting Metro's authority to expand the Urban Growth Boundary (UGB).

The March 15th agenda item is a continuation of the February 22 discussion of local control issues. At the February meeting, Council spoke of approaching this issue from a broader and more Tigard-specific standpoint, as opposed to the narrower UGB expansion process referred to in the Tualatin Resolution. The Council goals that would apply are No. 3, Address Growth, which is defined, among other particulars, as undertaking comprehensive planning for the City and seeking changes to Metro.

Staff is seeking direction from Council on how to proceed with drafting a resolution or resolutions that reflects Council consensus on this subject.

Briefing materials accompanying in this packet include copies of the draft resolution, minutes from the initial February 22, 2005, Council discussion on this topic, a copy of Tualatin Resolution No. 4301-04, a March 2, 2005 e-mail from Tualatin City Manager Steve Wheeler with draft legislation, and some information on and a draft of Senate Bill 730.

OTHER ALTERNATIVES CONSIDERED

None considered

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Goal 1: Growth Management: Growth will be managed to protect the character and livability of established areas, protect the natural environment and provide open space throughout the community.

ATTACHMENT LIST

- Attachment #1: City of Tigard - Draft Resolution.
- Attachment #2: Excerpts of February 22, 2005, City Council Discussion
- Attachment #3: City of Tualatin Resolution No. 4301-04
- Attachment #4: March 2, 2005 e-mail from Tualatin City Manager Steve Wheeler and attached draft legislation.
- Attachment #5: Information on and a Draft of Senate Bill 730

FISCAL NOTES

N/A

CITY OF TIGARD, OREGON
RESOLUTION NO. 05-

A RESOLUTION OF THE TIGARD CITY COUNCIL TO SUPPORT COLLABORATION WITH OUR WASHINGTON COUNTY NEIGHBORS REGARDING PROPOSED CHANGES TO GOAL 14 (URBANIZATION) AND THE URBAN GROWTH BOUNDARY EXPANSION ADMINISTRATIVE RULES, AND TO SUPPORT LOCAL CONTROL OVER THE LAND-USE PROCESS.

WHEREAS, as an incorporated city in the state of Oregon, the City of Tigard is subject to state land-use planning laws and must have an adopted Comprehensive Plan that results from broad citizen involvement that meets mandatory state standards, which include 19 statewide planning goals; and

WHEREAS, as an incorporated city in the Portland metropolitan region, the City of Tigard also is located within the service territory of Metro, which has the primary responsibility for regional land-use and transportation planning; and

WHEREAS, in October 2004, the City of Tualatin passed Resolution 4301-04 which voices local concerns in defining Metro's role in balancing regional and local issues, including the Urban Growth Boundary (UGB) expansion; and

WHEREAS, the City of Tigard recognizes that while regional efforts have focused on establishing and amending the Urban Growth Boundary (UGB), critical aspects of implementation have been overlooked, including the process of converting urbanizable land to urban land, the timing of conversion, and the availability of public facilities, services and patterns; and

WHEREAS, the City of Tigard feels strongly that implementation must be addressed in a cohesive and comprehensive manner – including annexation – prior to development, or areas will continue to urbanize without adequate services, creating additional costs and administrative burdens to jurisdictions providing services and creating unincorporated urbanized areas which are in direct opposition to Goal 14; and

WHEREAS, the City of Tigard recognizes that there have been efforts to clarify Metro's authority under the Metro Charter based on the Oregon planning program principle which emphasizes citizen involvement and direction and local land use controls; any directive by Metro to address local plan and zoning content is inconsistent with state law and prevents the exercise of balanced legislative judgment by a local council.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The City of Tigard supports region-wide collaborative efforts to work on Goal 14 Urbanization and Urban Growth Boundary administrative rules in order to address transition of urban uses and services in unincorporated areas, including annexation before development.

SECTION 2: To assure that the Tigard Comprehensive Plan reflects our community's sense of place, the City of Tigard supports region-wide efforts to limit Metro's authority to adopt local land-use controls.

SECTION 3: This resolution takes effect immediately.

PASSED: This _____ day of _____, 2005.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

\\admpacket\05\050222\urb resolution.doc

Excerpt – February 22, 2005, City Council discussion:

7. DISCUSS A PROPOSED RESOLUTION TO SUPPORT COLLABORATION WITH WASHINGTON COUNTY JURISDICTIONS REGARDING PROPOSED CHANGES TO GOAL 14 (URBANIZATION) AND THE URBAN GROWTH BOUNDARY ADMINISTRATIVE RULES, AND TO SUPPORT LOCAL CONTROL OVER THE LAND-USE PROCESS

Interim City Manager Prosser advised that staff developed a draft resolution to attempt to address some of the issues discussed by Council previously.

Council discussion followed. Mayor Dirksen said that in reviewing the draft resolution he was not sure the issues were addressed. He noted concerns that the wording was not strong enough, but upon consideration he suggested that what might be needed is more than one resolution. The proposed resolution really addresses more the issue of collaborating with Tualatin and other cities. The City might want to consider the proposed resolution or a modification of the resolution at this time and then consider further steps to take in the future which addresses more directly the concerns by the City of Tigard.

Councilor Sherwood asked if Senate Bill 730 would address some of the concerns. Mayor Dirksen said the Senate Bill would address issues at a state level, but he didn't think it would conflict with the proposed action before the City Council. Councilor Sherwood suggested the Council consider a resolution supporting Senate Bill 730. Mayor Dirksen thought this might be something to consider in the future.

Councilor Wilson said he would be uncomfortable considering any resolution at this time. He noted this was the first opportunity for the Council to discuss Metro at all, other than the discussion at the previous goal-setting session. He said, "We're not happy. I'd rather discuss things at a policy level...what are our problems. While I appreciate our relationship with Tualatin...I think that our issues are slightly different and I'm not sure that they frame the problem entirely as it should be...I would rather just throw it out for discussion...about what our issues are."

Mayor Dirksen noted that Tualatin has requested another meeting between their Mayor and other cities to continue this discussion. He said that, "Perhaps, through that process we could further clarify what Tualatin would ask of us..." and then the Tigard Council could consider a resolution in support. Then, the Mayor suggested, in a separate discussion, the Council could discuss the issues pertinent to the City of Tigard. The Mayor said that one of the questions the City of Tualatin is asking is, "Are cities interested in continuing this discussion?"

Councilor Sherwood noted one of the biggest issues for Tigard is density. She said she thought the Mayor should continue with the discussion with Tualatin. She questioned whether a resolution would be the appropriate way to show support for Tualatin.

Interim City Manager Prosser said staff had understood there might be a timing issue; however, he was hearing from Council that more discussion is needed. He suggested looking at future tentative agendas to schedule a longer discussion at a workshop meeting to discuss and identify policy issues. After that, staff could redraft the resolution for Council consideration. Council agreed with Mr. Prosser to schedule this item for more discussion.

Mayor Dirksen will continue to go to the Tualatin meetings. He asked Councilor Harding if she would be available to attend some of the Tualatin meetings, which are usually held during business hours. She confirmed that she would be available.

Mayor Dirksen said that one of the outcomes the City of Tigard is looking for is for more flexibility when it comes to redrafting the Comprehensive Plan. Councilor Wilson said, "I think we need more than a change of heart at Metro. We need a Charter change or a new state law...because personalities have come and gone...it's structural. It seems almost really unlikely that much is going to change by the time we get our Comp Plan done...I'm a little uncomfortable in waiting two months to even discuss in broad terms our frustrations."

Mr. Prosser reviewed the tentative agenda with the Council and with some rearrangement of agenda items; this topic was scheduled for further discussion at the March 15, 2005, workshop meeting.

RESOLUTION NO. 4301-04RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUALATIN,
OREGON DESCRIBING PROPOSED CHANGES TO THE URBAN GROWTH
BOUNDARY EXPANSION PROCESS

WHEREAS Tualatin is a city in the territory of the Metropolitan Services District (known as "Metro"); and

WHEREAS cities in the Metro region have their urban boundaries established by Metro; and

WHEREAS the Metro Policy Advisory Committee (MPAC) is a Metro committee charged with providing a voice and input for Metro cities on Urban Growth Boundary (UGB) expansion issues; and

WHEREAS there has been mounting frustration and concern in Tualatin in particular, and many cities in general that the UGB expansion process does not balance local needs and concerns with regional issues, and that soil classification predominates in Metro led UGB expansion decisions; and

WHEREAS the City of Tualatin proposes the following seven principles of legislative change be adopted and incorporated in appropriate sections of Oregon Revised Statutes, Oregon Administrative Rules and Metro drafted rules and guidelines concerning UGB expansion.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN,
OREGON, that:

Section 1. Additions to the Urban Growth Boundary should not be determined solely by soils classifications, with exception lands always being the first to be considered for addition. Metro should be allowed to consider other factors, such as preexisting development in the area, the wishes of the adjacent cities that would have to serve the area, and other appropriate local concerns.

Section 2. The frequency for reviewing whether the land supply is sufficient for development purposes should be changed from 5 years to no more often than every 7-10 years.

Section 3. The Legislature should enact or amend a statute to make it clear that Metro cannot add land to the Urban Growth Boundary of a city without the city agreeing to that addition.

Section 4. The Legislature should enact or amend a statute clarifying that cities retain their zoning authority, separate from a UGB expansion. Metro cannot add land to a city's Urban Growth Boundary and specify the zoning type that the City would have to impose on that land.

Section 5. The Metro Council election and representation process should be changed from districts to at-large to ensure a broader-based representation process.

Section 6. The Legislature should enact or amend a statute to require lands added to the Urban Growth Boundary by Metro concurrently identify a viable transportation system to support the added land and the existing city transportation system in coordination with a city.

Section 7. The Legislature should enact or amend a statute to require lands added to an Urban Growth Boundary by Metro concurrently have allocated funding for transportation infrastructure development in the added land and the existing city transportation system.

INTRODUCED AND ADOPTED this 25th day of October, 2004.

CITY OF TUALATIN, OREGON

By



Mayor

ATTEST:

By



City Recorder

From: "Steve Wheeler" <SWHEELER@ci.tualatin.or.us>
To: <aloble@ci.wilsonville.or.us>, <sfarley@ci.westlinn.or.us>, <craig@ci.tigard.or.us>, <schultzr@sherwood.or.us>, <dschmitz@ci.oswego.or.us>, <davel@ci.hillsboro.or.us>, <time@ci.hillsboro.or.us>
Date: 3/2/2005 5:16:25 PM
Subject: Proposed UGB legislation

To All - A couple months ago a group of Mayors met in Tualatin to discuss proposed changes to the UGB expansion process. I understand some are continuing to review and consider the City of Tualatin Resolution on that subject (No. 4301-04). Please share this e-mail with your Mayor or any relevant legislative committee.

We understand this is ahead of feedback on 4301-04, but we need to move now due to legislative filing deadlines in Salem. Senator Devlin has agreed to carry this draft legislation, most likely attaching it to an existing bill. Please forward comments, reactions and suggested changes to Mayor Ogden (lou.ogden@juno.com), as soon as possible. We plan to have this in Senator Devlin's office this Friday.

We remain interested in all constructive feedback on Resolution 4301-04 as well.

Thanks in advance for your thoughts and advice.

Steve Wheeler, City Manager

<<UGBmetroLegisDraft.doc>>

CC: <lou.ogden@juno.com>, "Maureen Smith" <MSMITH@ci.tualatin.or.us>, "Brenda Braden" <BBRADEN@ci.tualatin.or.us>, "Doug Rux" <DRUX@ci.tualatin.or.us>

A BILL FOR AN ACT

Relating to modifying standards for expansion of urban growth boundary; adding a new section to ORS chapter 197; and repealing ORS 197.298.

Be It Enacted by the People of the State of Oregon:

Section 1. A new section is added to and made a part of ORS chapter 197.

- (1) Notwithstanding any other provision of state law or regulation, no metropolitan services district with authority to expand an urban growth boundary may add land to the urban growth boundary without the consent of the city that will likely provide governance to that addition nor may it impose specific zoning or general zoning types on specific parcels or areas added without the governing body of that city giving its written consent.**
- (2) Before a metropolitan services district may add land to the urban growth boundary, it shall concurrently identify a viable transportation system to support the added land and the existing city transportation system in coordination with the city that will likely be the service provider to that added land.**
- (3) In determining which lands shall be added to the urban growth boundary, a local government or metropolitan services district shall not make its determination on a single factor but shall consider all of the following:**
 - (a) The need to accommodate long-range urban population growth;**
 - (b) The need to accommodate housing needs in accordance with ORS 197.296;**
 - (c) The need for employment opportunities;**
 - (d) The availability of economically-feasible provision of public facilities and services;**
 - (e) The impact on environmental, economic and social concerns;**
 - (f) The compatibility of urban uses with nearby forest or farm land; and**
 - (g) The need to retain agricultural land and forestland in that area.**

Section 2. ORS 197.298 is repealed.

Reasons to Support SB 730

The Oregon Land Use Board of Appeals (LUBA) recently ruled that a metropolitan district has broad authority under ORS Chap. 268 to prepare, as well as compel the adoption of land use zoning ordinances by cities and counties within the district. This ruling upheld adoption by the Portland Metropolitan Service District ("Metro") of a Title 4 Ordinance which requires certain cities and counties to adopt and enforce detailed restrictions on mixed uses on industrial lands (relating to building size and floor area, street access, lot sizes and divisions, business type, etc.,) even if those restrictions conflict with their comprehensive plans and zoning ordinances. District ordinances like Title 4 usurp the traditional and longstanding city and county zoning authority and "home rule".

SB 730 clarifies that a district's current authority, under ORS Chap. 268, permits it to adopt generalized policies to guide the contents of comprehensive plans and to review and recommend changes to these plans to ensure they comply with the regional functional plans, but does not permit districts to write comprehensive plans or land use regulations for cities and counties or compel them to adopt such particular plans or regulations.

SB 730 makes metropolitan districts statutes consistent with its Charter

Metro's Charter does not allow it to adopt comprehensive plans or prescribe the content of local zoning laws. SB 730 realigns ORS 268.390 with that original intent.

SB 730 maintains the traditional home rule authority of cities and counties.

Under Oregon's land use planning statutes and city and county enabling statutes, the authority to enact comprehensive plans and land use zoning regulations has been delegated exclusively to cities and counties – a system that has worked for decades. SB 730 provides a clarification that this delegation was not intended to be repealed when ORS Chap. 268 was adopted and later amended.

SB 730 does not take away a metropolitan district's authority over the compliance and enforcement of local zoning laws with state policy.

As important as what SB 730 does, is what it does not do. SB 730 does not take away district's authority to review comprehensive plans and implementing land use regulations to assure compliance with state land use policies and regional functional plans.

SB 730 provides needed certainty for economic development

For Hillsboro and other cities and counties that have been successful in recruiting, keeping and nurturing industries and businesses, SB 730 will remove the prospects of businesses having to serve two "zoning masters"; a district and a city or county as a result of the LUBA ruling. If a district's authority extends to directing specific zoning ordinances, the land uses certainty associated city or county zoning ordinances since their inception in Oregon will be lost. This added layer of bureaucracy and land regulation authority will be a deterrent to economic development and business investment in cities and counties that would be subject to such a dual zoning regime.

For more information, contact:

LC 2625

2/14/05 (BHC/ps)

DRAFT

(SB 730)

SUMMARY

Modifies standards for metropolitan service district review of comprehensive plans and land use regulations of cities and counties within district to determine whether comprehensive plans and land use regulations comply with regional framework plan and functional plans.

A BILL FOR AN ACT

1
2 Relating to land use planning in metropolitan service district; amending
3 268.390.

4 Be It Enacted by the People of the State of Oregon:

5 SECTION 1. ORS 268.390 is amended to read:

6 268.390. (1) A district may define and apply a planning procedure [*which*]
7 **that** identifies and designates areas and activities having significant impact
8 upon the orderly and responsible development of the metropolitan area, in-
9 cluding, but not limited to, impact on:

10 (a) Air quality;

11 (b) Water quality; and

12 (c) Transportation.

13 (2) A district may prepare and adopt functional plans for those areas
14 designated under subsection (1) of this section to control metropolitan area
15 impact on air and water quality, transportation and other aspects of metro-
16 politan area development the district may identify.

17 (3) A district shall adopt an urban growth boundary for the district in
18 compliance with applicable **statewide land use planning** goals adopted un-
19 der ORS chapters 195, 196 and 197.

20 (4) A district may:

21 (a) Review the comprehensive plans [*in effect on January 1, 1979, or sub-*
22 *sequently*] adopted by the cities and counties within the district [*which*] that

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1 affect areas designated by the district under subsection (1) of this section
2 or the urban growth boundary adopted under subsection (3) of this section
3 and recommend or require cities and counties, as it considers necessary, to
4 make changes in *[any plan to assure]* a comprehensive plan to ensure that
5 the comprehensive plan and any actions taken under *[it]* the comprehen-
6 sive plan conform to the district's functional plans adopted under subsection
7 (2) of this section and its urban growth boundary adopted under subsection
8 (3) of this section.

9 (b) Review and recommend changes to land use regulations of a city
10 or county within the district to ensure that the land use regulations
11 implement comprehensive plan provisions related to a functional plan.

12 (5) Except as provided in ORS 268.330 (1) and consistent with ORS
13 chapter 197, a district may not:

14 (a) Prepare or adopt a comprehensive plan or a land use regulation.

15 (b) Adopt, enforce or require a city or county within the district to
16 adopt or enforce a comprehensive plan provision or a land use regu-
17 lation that prescribes or limits the zoning of specific land within a city
18 or county.

19 (c) Compel adoption by a city or county within the district of the
20 specific text of a land use regulation.

21 *[(5)]* (6) Pursuant to a regional framework plan, a district may adopt im-
22 plementing ordinances that:

23 (a) Require local comprehensive plans *[and implementing regulations]* to
24 comply with the regional framework plan within two years after compliance
25 acknowledgment.

26 (b) Require adjudication and determination by the district of the consist-
27 ency of local comprehensive plans and land use regulations with the re-
28 gional framework plan.

29 (c) Require each city and county within the *[jurisdiction of]* the district
30 and making land use decisions concerning lands within the land use juris-
31 diction of the district to make those decisions consistent with the regional

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1 framework plan. The obligation to apply the regional framework plan to land
2 use decisions shall not begin until one year after the regional framework
3 plan is acknowledged as complying with the statewide land use planning
4 goals adopted under ORS chapters 195, 196 and 197.

5 (d) Require changes in local land use standards and procedures if the
6 district determines that changes are necessary to remedy a pattern or prac-
7 tice of decision-making inconsistent with the regional framework plan.

8 ~~[(6)]~~ (7) The regional framework plan, ordinances that implement the re-
9 gional framework plan and any determination by the district of consistency
10 with the regional framework plan are subject to review under ORS 197.274.

11 (8) If a change in the local land use standards or procedures of a
12 city or county that are required under subsection (6)(d) of this section
13 cause the Land Conservation and Development Commission to find
14 that the comprehensive plan and land use regulations of the city or
15 county do not comply with statewide land use planning goals or with
16 rules adopted by the commission, the commission shall excuse the city
17 or county from compliance with the changes in land use standards or
18 procedures required by the district.

19